

BRENTWOOD BOULEVARD SPECIFIC PLAN

SCH# 2007082136

FINAL ENVIRONMENTAL IMPACT REPORT

PREPARED FOR
THE CITY OF BRENTWOOD

JANUARY 2012

PREPARED BY

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**Brentwood Boulevard Specific Plan
Final Environmental Impact Report**

SCH# 2007082136

Prepared for
the City of Brentwood

Prepared by
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1. INTRODUCTION AND LIST OF COMMENTERS

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INTRODUCTION AND LIST OF COMMENTERS

1.0 INTRODUCTION

The Final Environmental Impact Report (EIR) contains public and agency comments received during the public review period of the Brentwood Boulevard Specific Plan (BBSP) Recirculated Draft EIR. This document has been prepared by the City of Brentwood, as lead agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines Section 15132. The Introduction and List of Commenters chapter of the Final EIR discusses the background of the Recirculated Draft EIR (Recirculated Draft EIR) and the organization of the Final EIR, lists the comment letters received on the Recirculated Draft EIR, and discusses recirculation.

1.1 BACKGROUND

As discussed in the Introduction Chapter of the Recirculated Draft EIR, a Draft EIR was prepared to evaluate the potential environmental impacts of the originally proposed BBSP project. This Draft EIR was released for public review in April 2008. The 45-day public review period for the BBSP Draft EIR ran from April 22, 2008 to June 6, 2008. A total of 25 comment letters were received from the public, including individuals, agencies, and other organizations. Draft responses to public comments were prepared; however, the City decided at that time to put the project on hold in order to further assess the BBSP and whether or not changes were needed to it. It should be noted that, at this time, a massive economic recession and simultaneous housing market collapse began, which led some policy makers to question whether the proposed approach accurately reflected new market realities or allowed local property owners enough flexibility to achieve high quality development. Meanwhile, the State's recent proposal to phase out redevelopment powers further called into question the economic feasibility of the original vision.

Since the time the proposed project was put on hold, the City has subsequently further refined the BBSP Land Use Plan. Most of the additional refinements to the BBSP Land Use Plan have occurred since mid-2010, as the City was largely focusing its efforts on the processing of the Sciortino Ranch project prior to this time. As a result of the progress the City has made in refining the BBSP Land Use Plan and associated development standards, in large part as a response to public input over the course of the project, the City has been moving forward with the completion of the EIR process. Given the fact that the City rather substantially reduced the buildout projections for the BBSP, the previously released BBSP Draft EIR needed to be updated. The City determined that the most appropriate approach would be to recirculate the entire BBSP Draft EIR to the public for review and comment. As a result, the City prepared a Recirculated Draft EIR, which included the same chapters that were included in the original Draft EIR, as follows:

- Aesthetics;
- Land Use;
- Transportation and Circulation;
- Noise and Vibration;
- Air Quality;
- Biological Resources;
- Historical and Cultural Resources;
- Hazards;
- Population, Employment, and Housing; and
- Public Services and Utilities.

The BBSP Recirculated Draft EIR was released for a 45-day comment period from October 14 to November 28, 2011. The Recirculated Draft EIR was distributed to applicable public agencies, responsible agencies, and interested individuals. Copies of the document were made available at the public counter of the Community Development Department, located at 150 City Park Way, Brentwood, California. A total of seven comment letters were received on the Recirculated Draft EIR. Three of the letters were received within the 45-day public comment period and four letters were received after the close of the public comment period (see below). Three additional letters were received; however, these letters solely address the contents of the BBSP policy document.

Because the entire BBSP Draft EIR was recirculated by the City, pursuant to Section 15088.5(f)(1) of the CEQA Guidelines, the City is not required to respond to the comments received on the original Draft EIR. While the City is not required to prepare written responses to previous comments, these comments are part of the administrative record. In this Final EIR, pursuant to Section 15088.5(f)(1), the City has provided responses to all newly submitted comments on the Recirculated Draft EIR.

1.2 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized into the following chapters.

1. Introduction and List of Commenters

Chapter 1 provides an introduction and overview of the document, describing the background and organization of the Final EIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Recirculated Draft EIR.

2. Revisions to the Recirculated Draft EIR Text

Chapter 2 is intended to summarize changes made to the Recirculated Draft EIR text either in response to comment letters or minor staff edits that do not change the intent or content of the analysis or effectiveness of mitigation measures.

3. Responses to Comments

Chapter 3 presents all of the comment letters received, and responses to each comment. Each comment letter received has been numbered at the top and then bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1.

4. Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program in Chapter 4 includes a description of the requirements of CEQA. The intent of the Mitigation Monitoring and Reporting Program is to stipulate and enforce the proper and successful implementation of the mitigation measures as identified within the Recirculated Draft EIR for the proposed project.

1.3 LIST OF COMMENTERS

The following comment letters were received for the BBSP Recirculated Draft EIR:

Letters Received within the 45-Day Public Comment Period

Letter 1 Genevieve Sparks, California Regional Water Quality Control Board
Letter 2 Daniel Murphy, P.E., Department of Toxic Substances Control
Letter 3 William R. Kirkpatrick, East Bay Municipal Utility District

Letters Received after the Close of the 45-Day Public Comment Period

Letter 4 Jean Roggenkamp, Bay Area Air Quality Management District
Letter 5 Gary Arnold, California Department of Transportation
Letter 6 Kara Schuh-Garibay, Contra Costa County Flood Control & Water Conservation District
Letter 7 Scott Morgan, California State Clearinghouse

Letters Received on the BBSP Policy Document

Letters 8 and 9 Tim Broderick (2), Property Owner Representative
Letter 10 Cindi Brown, Property Owner Representative

2. REVISIONS TO THE RECIRCULATED
DRAFT EIR TEXT

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**REVISIONS TO THE
RECIRCULATED DRAFT EIR TEXT**

2.0 INTRODUCTION

This chapter presents all of the revisions made to the Recirculated Draft EIR in response to comments received or minor staff edits. It should be noted that the following revisions do not change the intent or content of the analysis or effectiveness of the mitigation measures presented in the Recirculated Draft EIR.

2.1 DESCRIPTION OF CHANGES

New text is double “underlined”, and deleted text is ~~“struck through”~~. Text changes are presented in the page order in which they appear in the Recirculated Draft EIR.

2.0 EXECUTIVE SUMMARY

Based on changes made within the chapters of the Recirculated Draft EIR, Table 2-1, beginning on page 2-1 of the Recirculated Draft EIR, is hereby revised as follows:

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.1 Aesthetics			
4.1-1 Impacts to scenic vistas and natural resources, including resources found within a State scenic highway (e.g., trees, rock outcroppings, and historic buildings).	LS	<i>None required.</i>	N/A
4.1-2 Impacts related to the existing visual character or quality of the site and surroundings.	LS	<i>None required.</i>	N/A
4.1-3 Impacts associated with new sources of light and glare.	LS	<i>None required.</i>	N/A
4.1-4 Long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the Brentwood area.	LS	<i>None required.</i>	N/A
4.2 Land Use			
4.2-1 Compatibility with surrounding land uses.	LS	<i>None required.</i>	N/A
4.2-2 Consistency with the General Plan.	LS	<i>None required.</i>	N/A
4.2-3 Consistency with existing zoning.	LS	<i>None required.</i>	N/A

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation	
4.2-4	Increases in the intensity of land uses in the region due to the proposed project and all other projects in the Brentwood area.	LS	<i>None required.</i>	N/A
4.3 Transportation and Circulation				
4.3-1	Impacts to the intersection of Brentwood Boulevard and Lone Tree Way.	PS	<p><i>4.3-1 Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through lane modifications which include the addition of a left turn and through lane to the northbound approach, resulting in two dedicated left turn lanes, two through lanes, and a dedicated right turn lane. In addition, the eastbound and westbound approaches shall be modified by converting the existing through-right lanes to through lanes and adding a right turn lane, resulting in a left turn lane, a through lane, and a right turn lane. Additionally, the eastbound right turn lane shall be constructed with free movement. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours,</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.3-2 Impacts to the intersection of Arroyo Seco Road and Lone Tree Way.	PS	<p><i>respectively.</i></p> <p><i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through four-way stop control at the intersection. Incorporation of this modification results in the intersection operating at LOS B and A during the AM and PM peak hours, respectively.</i></p>	LS
4.3-3 Impacts to the intersection of Brentwood Boulevard and Sunrise Drive.	PS	<p><i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated through the addition of a signalized traffic control and lane</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>modifications. The lane modifications include the addition of a northbound through lane, resulting in a left turn lane and two through lanes. At the southbound approach, the existing through-right lane shall be converted to a through lane, and a through lane and a right turn lane shall be added, resulting in two through lanes and a right turn lane. In addition, the eastbound approach shall be modified to include two left turn lanes and a right turn lane. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>	
4.3-4 Impacts to the intersection of Brentwood Boulevard and Gregory Lane.	PS	4.3-4 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Gregory Lane to right-in and right-out only. The lane modifications shall include removal of the left turn lane and addition of a through lane at the northbound approach to the intersection, resulting in two through lanes. At the southbound approach, a through lane and a right turn lane shall be added, resulting in two through lanes and a right turn lane. At the eastbound approach, left turns shall be restricted, resulting in a right turn only lane. Incorporation of these modifications results in the intersection operating at LOS C and F (62 second delay) during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>	
4.3-5 Impacts to the intersection of Brentwood Boulevard and Homecoming Way.	PS	4.3-5 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Homecoming Way to right-in and right-out only. The lane modifications shall include the addition of a through lane at the northbound approach, resulting in a through lane and a through-right lane. At the southbound approach, the left turn lane shall be removed and a through lane shall be added, resulting in two through lanes. At the westbound approach, left turns shall be restricted, resulting in a right turn only lane. Incorporation of these modifications results in the intersection operating at LOS E during both the AM and PM peak hours.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.3-6 Impacts to the intersection of Brentwood Boulevard at Grant Street and Sunset Road.	PS	<p>4.3-6 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through lane modifications. The lane modifications shall include the addition of a through lane at the northbound approach, resulting in one left turn lane, two through lanes, and a right turn lane. At the southbound approach, the existing through-right lane shall be converted to a through lane, and a left turn lane, a through lane, and a right turn lane shall be added, resulting in two left turn lanes, two through lanes, and a right turn lane. In addition, a left turn lane and a right turn lane shall be added at the eastbound approach, resulting in a left turn lane, a through lane, and a right turn lane. At the westbound approach, the existing through-left lane shall be converted to a through lane. In addition, two left turn lanes shall be added at the westbound approach, resulting in two left turn lanes, a through lane, and a right turn lane. Incorporation of these modifications results in the intersection operating at LOS C and D</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.3-7 Impacts to the intersection of Brentwood Boulevard and Sunset Court.	PS	<p><i>during the AM and PM peak hours, respectively.</i></p> <p>4.3-7 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Sunset Court to right-in and right-out only. The reconfiguration of the intersection includes addition of a through lane to the northbound approach, resulting in a through lane and a through right lane. At the southbound approach, the left turn lane shall be removed and a through lane added, resulting in two through lanes. Incorporation of these modifications results in the intersection operating at operating at LOS D and E during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i>	
4.3-8 Impacts to the intersection of Brentwood Boulevard and Havenwood Avenue.	PS	<p>4.3-8 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Havenwood Avenue to right-in and right-out only. The reconfiguration of the intersection includes removal of the existing left turn lane and addition of a through lane at the northbound approach, resulting in two through lanes and a right turn lane. At the southbound approach, the existing left turn lane shall be removed and a through lane shall be added, resulting in a through lane and a through-right lane. At both the eastbound and westbound approaches, left turns shall be restricted, to result in right turn only lanes. Incorporation of these lane modifications results in the intersection operating at LOS E during both the AM and PM peak hours.</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i>	
4.3-9 Impacts to the intersection of Brentwood Boulevard and Applewood Common.	PS	<p>4.3-9 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through lane modifications which include adding a through lane to the northbound approach, resulting in one left turn lane, two through lanes, and one right turn lane. At the southbound approach, the existing through-right lane shall be converted to a through lane, and a through lane and a right turn lane shall be added, resulting in one left turn lane, two through lanes, and one right turn lane. At the eastbound approach, the existing through-right lane shall be converted to a through lane, and a right turn</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>lane shall be added, resulting in a left turn lane, a through lane, and a right turn lane. At the westbound approach, the existing through-right lane shall be converted to a through lane, and a left turn lane and a right turn lane shall be added, resulting in two left turn lanes, one through lane, and a right turn lane. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>	
4.3-10 Impacts to the intersection of Brentwood Boulevard and Sand Creek Road.	PS	<p>4.3-10 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc.,</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>this impact would be mitigated through the addition of a right turn lane to the northbound approach. This will result in a left turn lane, two through lanes, and a right turn lane at the northbound approach. A left turn lane, two through lanes, and a right turn lane are assumed at the westbound approach. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i>	
4.3-11 Impacts to the intersection of Brentwood Boulevard and Village Drive.	PS	<p>4.3-11 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated by restricting access to Village Drive to right-in and right-out only. The reconfiguration of the intersection includes the addition of a through lane at the northbound approach, resulting in a through lane and a through-right lane. At the southbound approach, the left turn lane shall be removed, resulting in a single through lane. In addition, the westbound approach shall be restricted to right turns only. Incorporation of these modifications results</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>in the intersection operating at LOS C during both the AM and PM peak hours.</i>	
4.3-12 Impacts to the intersection of Brentwood Boulevard and Central Boulevard/Sycamore Avenue.	LS	<i>None required.</i>	N/A
4.3-13 Impacts to the intersection of Brentwood Boulevard and Pine Street.	PS	<p>4.3-13 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated by restricting access to Pine Street to right-in and right-out only. The reconfiguration of the intersection includes restriction of left turns at southbound and westbound approaches. This results in two through lanes for the southbound approach, and a right turn lane for the westbound approach. Incorporation of these lane modifications results in the intersection operating at LOS B during both the AM and PM peak hours.</i></p>	LS
4.3-14 Impacts to the intersection of Brentwood Boulevard and Chestnut Street.	PS	<p>4.3-14 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated by restricting access to Chestnut Street to right-in and right-out only. The reconfiguration of the intersection includes restriction of left turns at the southbound and westbound approaches, resulting in a through-right lane at the northbound approach, one through lane at the southbound approach, and a right turn only lane at the westbound approach. Incorporation of these modifications results in the intersection operating at LOS C during both the AM and PM peak hours.</i></p>	
4.3-15 Impacts to the intersection of Brentwood Boulevard and Balfour Road.	PS	<p>4.3-15 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated through lane</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>modifications, which shall include the addition of a northbound left turn lane. This would result in the northbound approach providing two left turn lanes, two through lanes, and one right turn lane. Incorporation of these modifications results in the intersection operating at LOS C during the PM peak hour.</i>	
4.3-16 Impacts to O'Hara Avenue at the proposed southerly project roadway.	PS	<p>4.3-16 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the supplemental traffic analysis prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated through installation of a traffic signal to the satisfaction of the City Engineer.</i></p>	LS
4.3-17 Impacts to Lone Tree Way west of Brentwood Boulevard.	PS	<p>4.3-17 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated through converting Lone Tree Way, west of Brentwood Boulevard, to a four-lane roadway. Incorporation of these modifications results in the roadway segment to operate between LOS A and LOS B during the AM and PM peak hours.</i>	
4.3-18 Impacts to bicycle and pedestrian facilities.	LS	<i>None required.</i>	N/A
4.3-19 Impacts to transit facilities.	LS	<i>None required.</i>	N/A
4.3-20 Impacts to parking within the BBSP area.	LS	<i>None required.</i>	N/A
4.3-21 Impacts to traffic flow from construction traffic associated with buildout of the BBSP.	PS	4.3-21 <i>Prior to any issuance of grading permits for projects within the BBSP area, the project developer shall prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The plan should include all plans for temporary traffic control, temporary signage and striping, location points for ingress and egress of construction vehicles, staging areas, and timing of construction activity which appropriately limits hours during which large construction equipment may be brought on or off the site. The plan shall also include a traffic management contact name and phone number to address any issues or concerns during the construction phase of a project.</i>	LS
4.3-22 Cumulative impacts to transportation and circulation.	LS	<i>None required.</i>	N/A

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.4 Noise and Vibration			
4.4-1 Impacts of traffic noise level increases at existing land uses in the project area.	LS	<i>None required.</i>	N/A
4.4-2 Impacts related to exterior noise from traffic at future noise-sensitive land uses developed within the project area.	PS	4.4-2 <i>Upon future submittal of residential projects, including tentative map(s) or site plan(s) for design review within the BBSP boundaries, the tentative map(s) or site plan(s) shall show that all outdoor activity areas of future noise sensitive uses are located outside of the predicted baseline + project and/or cumulative + project 60 dB Ldn exterior noise level contours. This shall be achieved through the site design measures described above (i.e., setbacks, barriers, site design, building façades, and vegetation) and as shown in Table 4.4-16. Where the City determines that the use of standard site design measures cannot be used to achieve compliance with the City's 60 dB Ldn exterior noise level standard, a site-specific noise analysis shall be prepared to identify additional measures necessary to meet the exterior noise standards.</i>	LS
4.4-3 Impacts related to excessive interior noise levels at future noise-sensitive land uses developed within the project area.	PS	4.4-3(a) <i>Prior to the issuance of building permits for residential uses constructed at the minimum setback along Brentwood Boulevard, the project design shall include glass windows and doors with the sound transmission class (STC) ratings as outlined in Table 4.4-17 under the baseline + project scenario. Final design shall be reviewed and approved by the Community Development Department.</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p>4.4-3(b) <i>Prior to the issuance of building permits for residential development along the segments of Brentwood Boulevard that are identified in Table 4.4-17 as having unacceptable interior noise levels, mechanical ventilation systems shall be included in the project design for review and approval by the Community Development Department. The use of mechanical ventilation systems would allow occupants to keep windows and doors closed to achieve acoustical isolation from traffic noise.</i></p> <p>4.4-3(c) <i>Prior to the issuance of building permits for residential uses constructed at the minimum setback along Brentwood Boulevard, 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 shall be lined with an acoustically absorbent material equivalent to one-inch, three pounds per cubic foot (PCF) duct liner. Final design shall be reviewed and approved by the Community Development Department.</i></p>	
4.4-4 Impacts of railroad noise and vibration levels on the proposed project area.	LS	<i>None required.</i>	N/A
4.4-5 Impacts of commercial and industrial noise sources on	PS	4.4-5(a) <i>During review of non-residential projects within the BBSP area, the Community Development Department</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
<p>existing and future noise-sensitive uses in the project area.</p>		<p><i>shall make a determination as to whether or not the proposed 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 and BBSP Policy 1 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.</i></p> <p>4.4-5(b) <i>Where non-residential uses adjoin residential property lines, and loading docks or large truck circulation routes face the residential areas, the following measures shall be included in the project design:</i></p> <ul style="list-style-type: none"> • <i>Loading docks should maintain a minimum distance of 100 feet from residential property lines;</i> • <i>Property line barriers should be a minimum of 8-feet in height, in order to break line of sight to semi-tractor trailers and shield adjacent residential uses;</i> 	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> • <i>Circulation routes for large trucks should be located a minimum of 50-feet from the residential property lines;</i> • <i>Loading dock activities and shipping/receiving hours shall be limited to daytime hours (7am to 10pm);</i> • <i>All large heating, cooling and ventilation equipment should be located within mechanical rooms or shielded on the ground, where possible;</i> • <i>All roof-top exterior heating, cooling and ventilation equipment shall be shielded from view with solid noise barriers, or parapets; and</i> • <i>Emergency generators shall comply with the local noise criteria.</i> <p>4.4-5(c) <i>Where non-residential land uses are separated from residential areas by local streets, all loading activities shall be constrained to the opposite sides of the buildings from residential uses.</i></p>	
4.4-6 Impacts of neighborhood parks on future noise-sensitive uses within the project area.	PS	4.4-6 <i>During Design Review of specific development proposals including parks, the City shall ensure that active recreation areas such as neighborhood parks are located as far as possible from residential property lines. Where practical, parks should not be located adjacent to residential property lines, and should be separated from residential uses by local streets. In addition, neighborhood park operating hours shall be</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.4-7 Impacts related to construction noise.	PS	<p style="text-align: center;"><i>limited to the daytime hours.</i></p> <p>4.4-7(a) <i>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 9:00 AM to 7:00 PM, Monday through Friday and 8:00 AM to 7:00 PM on Saturdays. Construction is prohibited on Sundays and City holidays unless prior authorization from the Community Development Department is obtained.</i></p> <p>4.4-7(b) <i>The applicant/developer shall include the following mitigation measures on the Improvement Plans to be approved by the City Engineer prior to the approval of the Improvement Plans or initiation of any grading or construction activity:</i></p> <ul style="list-style-type: none"> • <i>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;</i> • <i>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</i> 	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>adjoining sensitive land uses;</i></p> <ul style="list-style-type: none"> • <i>Utilize “quiet” air compressors and other stationary noise sources where technology exists;</i> • <i>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</i> • <i>Notify residents within adjacent subdivisions or residential areas that the development of the site would generate noise levels during construction that may be considered excessive or annoying.</i> 	
4.4-8 Cumulative noise impacts for interior and exterior noise levels within the BBSP area.	PS	4.4-8 <i>Implement Mitigation Measures 4.4-2 and 4.4-3(a) through 4.4-3(c).</i>	LS
4.4-9 Cumulative impacts as a result of project-related traffic on existing noise-sensitive uses adjacent to the project area.	LS	<i>None required.</i>	N/A

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.5 Air Quality			
4.5-1 Short-term construction-related air quality impacts.	S	<p>4.5-1 <i>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 by the City Engineer:</i></p> <ul style="list-style-type: none"> • <i>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;</i> • <i>All haul trucks transporting soil, sand, or other loose material off-site shall be covered;</i> • <i>All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;</i> • <i>All vehicle speeds on unpaved roads shall be limited to 15 mph;</i> • <i>All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;</i> • <i>Idling times shall be minimized either by shutting equipment off when not in use or</i> 	SU

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;</i></p> <ul style="list-style-type: none"> • <i>All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;</i> • <i>Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations;</i> • <i>All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe;</i> • <i>All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;</i> • <i>Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively</i> 	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity;</i></p> <ul style="list-style-type: none"> • <i>Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;</i> • <i>The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time;</i> • <i>All trucks and equipment, including their tires, shall be washed off prior to leaving the site;</i> • <i>Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel;</i> • <i>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent;</i> • <i>Minimizing the idling time of diesel powered construction equipment to two minutes;</i> • <i>The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction</i> 	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;</i></p> <ul style="list-style-type: none"> • <i>Use low VOC (i.e., ROG) coatings beyond the local requirements;</i> • <i>Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM;</i> • <i>Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.</i> • <i><u>Requiring electrification of motors, pumps, and other power tools whenever feasible;</u></i> • <i><u>Prohibiting diesel generators where access to the electrical grid is available;</u></i> • <i><u>Requiring the use of biodiesel or other alternative fuels in diesel generators, construction equipment, and/or off-road vehicles;</u></i> 	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> • <u>Establishing minimum construction waste reduction and recycling standards; and</u> • <u>Requiring the use of diesel particulate filters on equipment where Tier 3 engines are not available.</u> <p style="text-align: center;"><i>The above measures include all feasible measures for construction emissions identified by the BAAQMD.</i></p>	
4.5-2 Impacts related to project CO concentrations.	LS	<i>None required.</i>	N/A
4.5-3 Long-term operational air quality impacts.	S	<p>4.5-3(a) <i>Upon future submittal of tentative map(s) or site plan(s) for development review within the BBSP boundaries, the tentative map(s) or site plan(s) shall show bicycle lanes and/or paths connected to the community-wide network as determined by the Community Development Department. (It should be noted that the BBSP includes a network of bicycle paths.)</i></p> <p>4.5-3(b) <i>Upon future submittal of tentative map(s) or site plan(s) for development review within the BBSP boundaries, the tentative map(s) or site plan(s) shall show sidewalks and/or pedestrian paths connected to adjacent land uses, transit stops, and/or community-wide network as determined by the Community Development Department.</i></p> <p>4.5-3(c) <i>The BAAQMD has identified mitigation measures for reducing emissions from commercial uses. Prior to</i></p>	SU

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>approval of any site plans for commercial development (including mixed-use sites) within the BBSP area, the site plans shall incorporate measures to reduce vehicle trips and shall be submitted for review and approval by the Community Development Department and the City Engineer. The measures to reduce vehicle trips could include, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Provide literature regarding the implementation of carpool/vanpool programs, such as carpool ridematching for employees, assistance with vanpool formation, and provision of vanpool vehicles;</i> • <i>Design and locate buildings to facilitate transit access, such as locating local building entrances near transit stops and eliminating building setbacks;</i> • <i>Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, or convenience markets;</i> • <i>Provide preferential parking for carpool and vanpool vehicles;</i> • <i>Implement parking fees for single occupancy vehicle commuters;</i> • <i>Provide secure, weather-protected bicycle parking for employees;</i> • <i>Provide safe, direct access for bicyclists to adjacent bicycle routes;</i> 	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> • 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; and • Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development. <p>4.5-3(d) The BAAQMD has identified mitigation measures for reducing emissions from residential uses. Prior to approval of any site plans for residential development within the BBSP area, the site plans shall be submitted for review and approval by the Community Development Department and the City Engineer, demonstrating incorporation of measures reducing operational emissions, which could include, but would not necessarily be limited to, the following:</p> <ul style="list-style-type: none"> • Allow only natural gas fireplaces or stoves in single-family houses. Wood, pellet, or traditional open hearth fireplaces shall not be permitted; • Residences shall 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 	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>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.</i>	
4.5-4 Impacts to sensitive receptors from odors.	LS	<i>None required.</i>	N/A
4.5-5 Impacts to residences located adjacent to State Route (SR) 4/Brentwood Boulevard.	LS	<i>None required.</i>	N/A
4.5-6 Cumulative impacts to regional air quality.	S	<i>4.5-6 Implement Mitigation Measures 4.5-3(a-d).</i>	SU
4.5-7 Cumulative impacts to local air quality due to project trip generation.	LS	<i>None required.</i>	N/A
4.5-8 Project impacts concerning the production of greenhouse gases.	LS	<i>None required.</i>	N/A
4.6 Biological Resources			
4.6-1 Impacts to jurisdictional Waters of the United States and waters of the State	PS	<i>4.6-1(a) Prior to the issuance of grading or construction permits for projects determined to have impacts to jurisdictional waters of the United States, the project applicant shall pay the Wetland mitigation fee determined for the affected development project. The Wetland mitigation fee amount applicable to the affected development project shall be the Wetland mitigation fee amount in</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>effect at the time of grading or construction permit issuance. Notwithstanding the foregoing, a project applicant may request to pay the Wetland mitigation fee in a calendar year prior to the calendar year in which the grading permit or first construction permit is issued. Such a request may be granted by the Community Development Director only in accordance with Section 13.2.2.1 of the Implementing Agreement for the East Contra Costa County Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) and Chapter 9.3.1 of the East Contra Costa County HCP/NCCP. If such a request is granted the applicable Wetland mitigation fee shall be the Wetland mitigation fee in effect during the calendar year in which the fee is to be paid, including any adjustments to the Implementing Ordinance.</i></p> <p>4.6-1(b) <i>Prior to the issuance of grading or construction permits for any improvements to Marsh Creek Bridge, installation of new stormwater outfalls within Marsh Creek, or any other project improvements requiring work within Marsh Creek, a wetland delineation, based on the current regulations of the United States Army Corps of Engineers (USACE), shall be submitted to the USACE for verification to determine the extent of jurisdictional Waters of the United States to be affected by the project under review.</i></p>	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>If the determination is made that, jurisdictional waters occur in the project vicinity and could be impacted by the project, prior to the issuance of grading permits, a Section 404 permit for fill of jurisdictional wetlands shall be acquired, and mitigation for impacts to jurisdictional waters that cannot be avoided shall conform with the USACE “no-net-loss” policy and the USACE Regulatory Guidance Letter No. 02-2 establishing policies and guidance on appropriate mitigation for impacts to jurisdictional waters. Mitigation for impacts to both federal and State jurisdictional waters shall be addressed using these guidelines.</i></p> <p><i>If a 404 permit is obtained, the applicant must also obtain a water quality certification from the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act (CWA).</i></p> <p><i>4.6-1 (c) Prior to the issuance of grading or construction permits for any improvements to Marsh Creek Bridge, installation of new stormwater outfalls within Marsh Creek, or any other project improvements requiring work within Marsh Creek, a Streambed Alteration Agreement shall be entered into by the applicant(s), for review and approval by the California Department of Fish and Game (CDFG).</i></p>	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		4.6-1(d) <i>To the extent feasible, implementation of the project shall be designed and constructed to avoid and minimize adverse effects to waters of the United States or jurisdictional waters of the State of California within the project area.</i>	
4.6-2 Impacts to special-status plants.	PS	4.6-2 <i>Prior to the issuance of grading or construction permits for any development application within the BBSP area subject to the HCP/NCCP, the applicant(s) shall submit a HCP/NCCP Permit Coverage Application to the City of Brentwood for review and approval. This package shall include detailed information on cover types within the project area, and describe the applicable pre-construction surveys, and if needed, construction monitoring that will be undertaken in accordance with requirements identified in the HCP/NCCP. The projects shall pay the applicable per-acre fees, unless the Community Development Department determines that a project is exempt under Section 16.168.030(A) of the Brentwood Municipal Code. In addition, the project applicant shall implement species-specific mitigation measures pursuant to the methodology presented in the HCP/NCCP. Once the package is deemed complete and per-acre fees are paid, the City will verify that the HCP/NCCP permit terms and conditions have been met and issue take authorization under the HCP/NCCP.</i>	LS
4.6-3 Impacts to burrowing owls.	PS	4.6-3(a) <i>Prior to issuance of grading permits for any of the vacant parcels located within the BBSP area, the applicant(s) shall ensure that pre-construction surveys</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>of all potential burrowing owl habitat be conducted by a qualified biologist between February 1 and August 31 within the project area and within 250 feet of the project boundary. Presence or signs of burrowing owls and all potentially occupied burrows shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines. If burrowing owls are not detected by sign or direct observation, construction may proceed.</i></p> <p style="text-align: center;"><i>And</i></p> <p><i>Prior to issuance of grading permits, focused overwintering surveys of all potential burrowing owl habitat shall be conducted by a qualified biologist within the subject property. Presence or sign of burrowing owl shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines.</i></p> <p>4.6-3(b) <i>Implement Mitigation Measure 4.6-2, which requires compliance with the HCP/NCCP.</i></p>	
4.6-4 Impacts to Swainson’s hawks.	PS	4.6-4(a) <i>In order to ensure that nesting Swainson’s hawks shall not be affected by construction within the project area or off-site improvement locations, prior to issuance of grading permits for any of the parcels located within the BBSP area, the applicant(s) shall ensure that pre-construction surveys be conducted between March 1 and August 15 by a qualified biologist within the project</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>area and within 0.5 miles of the project boundary.</i>	
		4.6-4(b) <i>Implement Mitigation Measure 4.6-2, which requires compliance with the HCP/NCCP.</i>	
4.6-5 Impacts to valley elderberry longhorn beetles.	PS	4.6-5 <i>Prior to the initiation of any construction activities that could impact elderberry shrubs, applicant(s) for any development application(s) within the BBSP area shall avoid disturbance of any elderberry shrubs located along the future utility corridor by restricting ground disturbance activities within 20 feet of the drip line of the shrubs. Should avoidance of one or more of the shrubs be infeasible, the applicant(s) shall consult with the USFWS to determine if authorization is needed to remove the elderberry shrubs.</i>	LS
4.6-6 Impacts to raptors and migratory birds.	PS	4.6-6(a) <i>For any development applications for projects located within the BBSP area, the removal of any potential nesting structures, trees, emergent aquatic vegetation, or shrubs shall occur between September 1 and January 31, outside of the general avian nesting season. If removal of any potential nesting structures, trees, emergent aquatic vegetation, 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(s) shall have a nesting bird survey performed, for review and approval by the Community Development Department, by a qualified biologist within 14 days prior to the removal or</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>disturbance of a potential nesting structure, trees, emergent aquatic vegetation, 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, structures, grasslands, pastures, emergent aquatic vegetation, etc.) in and immediately adjacent to the impact areas for nests.</i></p> <p>4.6-6(b) <i>All vegetation and structures with active nests shall be flagged and an appropriate non-disturbance buffer zone shall be established around the nesting tree. 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 in the area. Typically, if active nests are found, construction activities shall not take place within 500 feet of the raptor nests and within 100 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 project biologist and CDFG shall be consulted for clearance before construction activities resume in the vicinity.</i></p>	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		4.6-6(c) <i>Implement Mitigation Measure 4.6-2, which requires compliance with the HCP/NCCP.</i>	
4.6-7 Impacts related to interference with established resident or migratory wildlife corridors.	LS	<i>None required.</i>	N/A
4.6-8 Impacts related to conflicts with local policies and ordinances.	LS	<i>None required.</i>	N/A
4.6-9 Impacts to native and Heritage trees.	PS	4.6-9 <i>Prior to deeming a development application complete, the project site plan shall identify all non-orchard trees within the subject property. If the subject property contains non-orchard trees greater than six inches in diameter at breast height (dbh), an arborist survey shall be conducted. All trees identified by the survey to be in at least “good” condition shall be protected from damage, to the satisfaction of the Community Development Department, and shall be 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, as determined by a certified arborist, that cannot be preserved in place shall be relocated or replaced, to the satisfaction of the Community Development Department. Mitigation Measures 4.6-6(a-c) must be completed prior to removal of trees. Said survey shall be submitted to the Community Development Department for review and approval, prior to approval of a development application affecting existing non-orchard trees on a</i>	LS

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>project site.</i>	
4.6-10 Cumulative loss of biological resources in the City of Brentwood and the effects of ongoing urbanization in the region.	PS	4.6-10 <i>Implement Mitigation Measures 4.6-1 through 4.6-9.</i>	LS
4.7 Cultural Resources			
4.7-1 Disturbance or destruction of previously unknown archaeological resources within the project area.	PS	<p>4.7-1(a) <i>Prior to any ground disturbance activities for any development applications within the BBSP area, certain parcels within the proposed BBSP area shall be visually inspected in their entirety by a qualified archaeologist. These parcels include APNs 016-130-006, -007, 016-110-012, -030, 018-170-003, 018-190-018, 016-120-020, 018-270-004, and 018-280-018 (See Figure 4.7-4). If cultural resources are not discovered during surveys of the above-listed parcels, further visual inspections will not be necessary for the remainder of the parcels located within the BBSP area, as the determination will be made that the BBSP area has a low archaeological sensitivity.</i></p> <p><i>If, however, cultural resources are discovered within any of the above-listed parcels, additional parcels, based on their proximity to any newly recorded archaeological deposits, may be considered archaeologically-sensitive and will require visual inspection prior to development, at the discretion of the Community Development Department.</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p>4.7-1(b) <i>During ground disturbance activities for any development applications submitted for APNs 016-130-006, -007, 016-110-012, -030, 018-170-003, 018-190-018, 016-120-020, 018-270-004, and 018-280-018 and any additional parcels identified as sensitive during the sampling plan required in 4.7-1(a), an archaeological monitor shall be present to oversee operations. 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), work shall be halted in the immediate area of the find and shall not be resumed until after a qualified archaeologist has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of any sites that have outstanding cultural or historic significance.</i></p> <p>4.7-1(c) <i>In the event that any archaeological deposits are discovered during construction or grading, further grading or trenching within 50 feet of the discovery shall be halted until a plan has been submitted to the Community Development Department for the evaluation of the resource as required under current CEQA Guidelines. If evaluation concludes the archaeological deposit is eligible for inclusion on the California</i></p>	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>Register of Historic Resources, a plan for the mitigation of impacts to the resource shall also be submitted to the Community Development Department for review and approval.</i></p> <p>4.7-1(d) <i>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.</i></p> <p><i>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.</i></p>	
4.7-2 Impacts to historical structures.	PS	4.7-2(a) <i>Prior to, or in conjunction with, the submittal of development applications within the BBSP area that include the demolition of any of the 21 buildings listed in the Historic Architecture Survey, the applicant(s) shall provide a detailed report prepared by a certified architectural historian, for the review and approval by the Community Development Department. The detailed report shall include, but not be limited to, a full exterior and interior site assessment, background research conducted using available historical databases to determine the persons and uses associated with the structure, and the date(s) of construction of and/or</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>renovations to the building. Should the structures be determined to be eligible for the California Register, pursuant to Public Resources Code Section 5024.1, Title 14 CCR, Section 4852, the applicant(s) shall comply with all recommendations found in the architectural historian's report, for the review and approval by the Community Development Department. Should the structures be determined ineligible for the California Register, further mitigation would not be required.</i></p> <p>4.7-2(b) <i>In conjunction with the submittal of development applications within the BBSP area that include the demolition of on-site buildings for any of the addresses not surveyed in the Historic Architecture Survey, a determination shall be made by the Community Development Department, on a case-by-case basis, whether the site must undergo review to determine the eligibility of the on-site structures for the California Register. Should detailed review be determined to be necessary, the applicant(s) shall implement Mitigation Measure 4.7-2(a). If detailed review is determined not to be necessary, further mitigation would not be required.</i></p>	
4.7-3 Disturbance or destruction of previously unknown archaeological resources in combination with other development in the Brentwood area.	PS	4.7-3 <i>Implement Mitigation Measures 4.7-1(a) through 4.7-1(d).</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.8 Hazards			
4.8-1 Impacts related to exposure to asbestos and lead-based paint.	PS	<p>4.8-1(a) <i>In conjunction with submittal of any new development application within the BBSP that contains existing on-site structures proposed for demolition, the project applicant shall provide the Community Development Department a detailed assessment pertaining to the potential presence of asbestos-containing materials in existing on-site structures that may be scheduled for demolition. If asbestos-containing materials are not detected, further mitigation shall not be required. If asbestos-containing materials are detected, the applicant shall prepare and implement an asbestos abatement plan consistent with federal, State, and local standards, subject to the review and approval of the Bay Area Air Quality Management District (BAAQMD) and the Community Development Department, prior to the issuance of a demolition permit.</i></p> <p>4.8-1(b) <i>In conjunction with submittal of any new development application within the BBSP area that contains existing on-site structures proposed for demolition, the project applicant shall provide to the Community Development Department a detailed assessment pertaining to the potential presence of lead-based paint in existing on-site structures scheduled for demolition. <u>The assessment shall also determine if any soils surrounding the structure(s) have been contaminated by lead-based paint.</u> If lead-based paint is not detected in the</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>assessment, further mitigation shall not be required. If such paint is found <u>in on-site structures</u>, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. <u>If the assessment determines that soils surrounding any on-site structures have been contaminated by lead-based paint and that the concentrations are above the applicable California Human Health Screening Level, the soil shall be remediated to the satisfaction of the Department of Toxic Substances Control.</u> The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to the review and approval of the Bay Area Air Quality Management District (BAAQMD), <u>Department of Toxic Substances Control</u>, and the Community Development Department, prior to the issuance of a demolition permit.</i></p>	
4.8-2 Impacts related to polychlorinated biphenyl (PCB)-containing transformers and other PG&E utilities.	PS	4.8-2(a) <i>In conjunction with the submittal of any new development applications within the BBSP area involving parcels containing pole-mounted transformers, the project applicant shall provide an assessment conducted by PG&E identifying any existing pole-mounted transformers located within or adjacent to</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>the project area containing PCBs. If the transformers are found to be non-PCB-containing transformers, further mitigation shall not be required. If any transformers are found to be PCB-containing transformers, the maintenance and/or disposal of the transformers will be subject to the regulations of the Toxic Substances Control Act (TSCA) under the authority of the Contra Costa County Environmental Health Department and the City of Brentwood Public Works Department.</i></p> <p>4.8-2(b) Implement Mitigation Measure 4.10-10(b).</p>	
4.8-3 Impacts related to the presence of oil/gas wells and pipelines.	LS	None required.	N/A
4.8-4 Impacts related to the presence of pesticide and/or herbicide residues within the project area.	PS	<p>4.8-4 <i>In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify <u>pesticide and/or herbicide</u> soil contamination, potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris. The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If the Environmental Site Assessment does not indicate the detection of <u>soil</u> contaminants, further mitigation shall not be required. If <u>soil</u> contamination is</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>identified above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan shall be submitted, which may would include removal and proper disposal of contaminated soils and source containers, as well as proper abandonment of on site irrigation wells, to the satisfaction of the City of Brentwood, and Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control, prior to issuance of a grading permit.</i>	
4.8-5 Impacts related to soil contamination from the presence of ASTs, USTs, substance containers, and agricultural irrigation wells.	PS	4.8-5 Implement Mitigation Measure 4.8-4. In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify soil contamination, potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris. The assessment shall include visual inspection around any identified tanks, substance containers, and wells to determine if soil staining has occurred. The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If the Environmental Site Assessment does not indicate the detection of contaminants, further mitigation shall not be required. If soil contamination is identified around any	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><u>tanks, substance containers, or wells, which is above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan shall be submitted, which may include removal and proper disposal of contaminated soils and source containers, as well as proper abandonment of on-site irrigation wells, to the satisfaction of the City of Brentwood, and Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control (DTSC), prior to issuance of a grading permit. Furthermore, if the assessment determines that any USTs or irrigation wells have resulted in contamination of the surrounding soils, groundwater sampling shall be conducted by the project applicant to determine if the underlying groundwater has been contaminated. Groundwater samples shall be submitted to the Regional Water Quality Control Board (RWQCB) and DTSC. If groundwater contamination above State standards is not detected, further mitigation is not required. If groundwater contamination has occurred, the applicant shall comply with any measures identified by the RWQCB and DTSC to ensure that groundwater quality in the project vicinity is satisfactorily remediated to State standards.</u></p>	
4.8-6 Impacts related to wildland fires.	LS	None required.	N/A
4.8-7 Impacts related to coccidioidomycosis.	PS	4.8-7(a) Prior to construction, the project applicant shall initiate a training and education program as indicated in the Report on Control of Coccidioides immitis (Valley Fever), which was issued in August 1995 by the Kern	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>County Department of Public Health's Valley Fever Task Force. The program shall be reviewed and approved by the Community Development Department.</i></p> <p>4.8-7(b) <i>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.</i></p>	
4.8-8 Impacts related to interference with an adopted emergency response plan or emergency evacuation plan.	LS	<i>None required.</i>	N/A
4.8-9 Impacts related to ground shaking.	PS	4.8-9 <i>In conjunction with the submittal of any development applications within the BBSP area, the project applicant shall submit and comply with the recommendations in a 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</i>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>shaking and include mitigation to minimize harm to structures and humans, including compliance with the latest CBC regulations relating to ground shaking.</i>	
4.8-10 Impacts related to future industrial uses within the BBSP area.	LS	<i>None required.</i>	N/A
4.8-11 Long-term hazards-related impacts from the proposed project in combination with existing and future developments in the Brentwood area.	LS	<i>None required.</i>	N/A
4.9 Population, Employment, and Housing			
4.9-1 Impacts to population.	LS	<i>None required.</i>	N/A
4.9-2 Impacts to employment.	LS	<i>None required.</i>	N/A
4.9-3 Long-term impacts to population, housing, employment, and jobs-to-housing ratio from the proposed project in combination with existing and future developments in the Brentwood area.	LS	<i>None required.</i>	N/A
4.10 Public Services and Utilities			
4.10-1 Adequate water supply and delivery for new residents.	LS	<i>None required.</i>	N/A
4.10-2 Adequate wastewater facilities for new residents.	LS	<i>None required.</i>	N/A

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.10-3 Adequate storm drainage facilities for the proposed project.	LS	<i>None required.</i>	N/A
4.10-4 Need for additional waste disposal/recycling services.	LS	<i>None required.</i>	N/A
4.10-5 Adequate ratio of law enforcement personnel to residents.	LS	<i>None required.</i>	N/A
4.10-6 Adequate fire protection services available to new residents.	PS	<p>4.10-6(a) <i>Prior to building permit issuance, each developer shall comply with all applicable requirements of the Uniform Fire Code and the adopted policies of the East Contra Costa Fire Protection District (ECCFPD). The Chief Building Official, or his/her designee, shall review the building plans to ensure compliance.</i></p> <p>4.10-6(b) <i>Prior to building permit issuance, each developer 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.</i></p>	LS

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p><i>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 to the City of Brentwood at the time of permit issuance.</i></p> <p>4.10-6(c) <i>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 City Engineer shall ensure compliance.</i></p> <p>4.10-6(d) <i>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,</i></p>	

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>regulations, and ordinances administered by the ECCFPD and the State Fire Marshal's office.</i>	
4.10-7 Number of enrolled students exceeding capacity.	LS	<i>None required.</i>	N/A
4.10-8 Adequate provision of parks and recreation space for new residents.	LS	<i>None required.</i>	N/A
4.10-9 Project impacts to the City of Brentwood library.	PS	4.10-9 <i>Prior to the recordation of final maps or issuance of a building permit for projects that do not require land subdivision, the Applicant/Developer shall pay its fair share for additional library facilities and/or services by participating in a Community Facilities District (CFD).</i>	LS
4.10-10 Impacts to natural gas and electric facilities.	PS	4.10-10(a) <i>Applicants for development projects within the BBSP area shall consult with PG&E and the City of Brentwood to determine the adequacy of existing natural gas and electric facilities to serve their project. Applicants 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.</i> 4.10-10(b) <i>Prior to initiation of construction activities associated with future projects within the BBSP area, 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,</i>	LS

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<i>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.</i>	
4.10-11 Impacts to telephone and cable service.	LS	<i>None required.</i>	N/A
4.10-12 Increase in demand for additional public services and utilities as a result of the proposed project and other projects proposed in the Brentwood area.	LS	<i>None required.</i>	N/A

3. PROJECT DESCRIPTION

For clarification purposes, Table 3-3 on page 3-19 of Chapter 3, Project Description, of the Recirculated Draft EIR is hereby revised as follows:

Table 3-3 Involved Agencies and Permits Required for Project Implementation		
Agency	Permit Required	Reason for Requirement
Regional Water Quality Control Board – Region 2	NPDES	Fill and/or construction in Waters of the U.S.
California Department of Fish and Game	Streambed Alteration Agreement under Section 1602 of the CDFG Code of Regulations	Fill and/or construction activities in stream channels
Caltrans	Encroachment Permit	Necessary if modifications to Brentwood Boulevard occur prior to SR 4 being turned over to the City
Contra Costa Local Agency Formation Commission (LAFCo)	Annexation	Proposed project includes parcels currently located outside the City of Brentwood
U.S. Army Corps of Engineers	Section 404	Fill and/or construction in Waters of the U.S.
<u>East Bay Municipal Utility District (EBMUD)</u>	<u>Encroachment Permit</u>	<u>Any work occurring within EBMUD’s right-of-way</u>

The above change is for clarification purposes only and does not result in changes to the adequacy of the previous environmental analysis.

4.5 AIR QUALITY

Mitigation Measure 4.5-1 on page 4.5-22 of Chapter 4.5, Air Quality, of the Recirculated Draft EIR is hereby revised as follows:

4.5-1 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 by the City Engineer:

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered;*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers*

at least once per day. The use of dry power sweeping is prohibited;

- *All vehicle speeds on unpaved roads shall be limited to 15 mph;*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;*
- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;*
- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;*
- *Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations;*
- *All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe;*
- *All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;*
- *Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity;*
- *Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;*
- *The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time;*

- All trucks and equipment, including their tires, shall be washed off prior to leaving the site;
- Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel;
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent;
- Minimizing the idling time of diesel powered construction equipment to two minutes;
- The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;
- Use low VOC (i.e., ROG) coatings beyond the local requirements;
- Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM;
- Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines;
- Requiring electrification of motors, pumps, and other power tools whenever feasible;
- Prohibiting diesel generators where access to the electrical grid is available;
- Requiring the use of biodiesel or other alternative fuels in diesel generators, construction equipment, and/or off-road vehicles;
- Establishing minimum construction waste reduction and recycling standards; and
- Requiring the use of diesel particulate filters on equipment where Tier 3 engines are not available.

The above measures include all feasible measures for construction emissions identified by the BAAQMD.

The above changes are for clarification purposes only and do not result in changes to the adequacy of the previous environmental analysis. In addition, it should be noted that the above mitigation measure, as well as all other mitigation measures set forth in the Recirculated Draft EIR, are included in Chapter 4, Mitigation Monitoring and Reporting Program, of this Final EIR.

4.8 HAZARDS

For clarification purposes, Mitigation Measure 4.8-1(b) on page 4.8-11 of Chapter 4.8, Hazards, of the Recirculated Draft EIR is hereby revised as follows:

- 4.8-1(b) *In conjunction with submittal of any new development application within the BBSP area that contains existing on-site structures proposed for demolition, the project applicant shall provide to the Community Development Department a detailed assessment pertaining to the potential presence of lead-based paint in existing on-site structures scheduled for demolition. The assessment shall also determine if any soils surrounding the structure(s) have been contaminated by lead-based paint. If lead-based paint is not detected in the assessment, further mitigation shall not be required. If such paint is found in on-site structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. If the assessment determines that soils surrounding any on-site structures have been contaminated by lead-based paint and that the concentrations are above the applicable California Human Health Screening Level, the soil shall be remediated to the satisfaction of the Department of Toxic Substances Control. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to the review and approval of the Bay Area Air Quality Management District (BAAQMD), Department of Toxic Substances Control, and the Community Development Department, prior to the issuance of a demolition permit.*

The above changes are for clarification purposes only and do not result in changes to the adequacy of the previous environmental analysis. Rather, the changes serve to clarify the methodological approach to ensuring no impacts result from lead-based paint.

For clarification purposes, Mitigation Measure 4.8-4 on page 4.8-14 of Chapter 4.8, Hazards, of the Recirculated Draft EIR is hereby revised as follows:

- 4.8-4 *In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify pesticide and/or herbicide soil contamination, ~~potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris.~~ The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If the Environmental Site Assessment does not indicate the detection of soil contaminants, further mitigation shall not be required. If soil contamination is identified above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan shall be submitted, which ~~may~~ would include removal and proper disposal of contaminated soils ~~and source containers, as well as proper abandonment of on-site irrigation wells,~~ to the satisfaction of the City of Brentwood, ~~and~~ Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control, prior to issuance of a grading permit.*

The above changes are for clarification purposes only and do not result in changes to the adequacy of the previous environmental analysis. Rather, the changes serve to clarify the methodological approach to ensuring no impacts result from any on-site pesticides and/or herbicides.

Mitigation Measure 4.8-5 on page 4.8-16 of Chapter 4.8, Hazards, of the Recirculated Draft EIR is hereby revised as follows:

- 4.8-5 *Implement Mitigation Measure 4.8-4. In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify soil contamination, potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris. The assessment shall include visual inspection around any identified tanks, substance containers, and wells to determine if soil staining has occurred. The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If the Environmental Site Assessment does not indicate the detection of contaminants, further mitigation shall not be required. If soil contamination is identified around any tanks, substance containers, or wells, which is above the applicable California Human Health Screening Level for the detected contaminant, a*

remediation plan shall be submitted, which may include removal and proper disposal of contaminated soils and source containers, as well as proper abandonment of on-site irrigation wells, to the satisfaction of the City of Brentwood, and Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control (DTSC), prior to issuance of a grading permit. Furthermore, if the assessment determines that any USTs or irrigation wells have resulted in contamination of the surrounding soils, groundwater sampling shall be conducted by the project applicant to determine if the underlying groundwater has been contaminated. Groundwater samples shall be submitted to the Regional Water Quality Control Board (RWQCB) and DTSC. If groundwater contamination above State standards is not detected, further mitigation is not required. If groundwater contamination has occurred, the applicant shall comply with any measures identified by the RWQCB and DTSC to ensure that groundwater quality in the project vicinity is satisfactorily remediated to State standards.

The above changes are for clarification purposes only and do not result in changes to the adequacy of the previous environmental analysis. Rather, the changes serve to clarify the methodological approach to ensuring that no impacts would result from any on-site ASTs, USTs, substance containers, wells, or groundwater contamination.

4.10 PUBLIC SERVICES AND UTILITIES

For clarification purposes, the first paragraph under the “Storm Drainage” header on page 4.10-16 of Chapter 4.10, Public Services and Utilities, of the Recirculated Draft EIR is hereby revised as follows:

Storm Drainage

The proposed project area is within Contra Costa County Flood Control and Water Conservation District (CCCFCWCD) Drainage Area (DA) 30B, 30C, 52B, ~~and 52C, and 130~~. DA 30B generally encompasses the proposed project’s northern limits and straddles Brentwood Boulevard. DA 30C encompasses the western portion of the project’s central area; the eastern boundary of DA 30C is Brentwood Boulevard. DA 52B encompasses the project’s southern limits along the western side of Brentwood Boulevard and DA 52C encompasses the project’s southern limits along the eastern side of Brentwood Boulevard.

The above change is for clarification purposes and does not alter the previous environmental analysis.

For clarification purposes, the first and last sentences of the second paragraph on page 4.10-43 of Chapter 4.10, Public Services and Utilities, of the Recirculated Draft EIR are hereby revised as follows:

As discussed above, the proposed project area is within the CCCFCWCD drainage areas (DA) 30B, 30C, 52B, ~~and 52C,~~ and 130. Applicants for each development project within the BBSP area would be required to pay drainage fees in effect at the time of issuance of building permits and construct necessary storm drain improvements, the final design of which will be determined by the Contra Costa County Flood Control and Water Conservation District (CCFCWCD) per the applicable CCCFCWCD Master Plan. The existing and proposed storm drain pipes associated with the project area ultimately route stormwater to the Marsh Creek channel. The capacity and ultimate design of the drainage system for the area has been determined by CCCFCWCD based upon the amount of impervious surface area resulting from buildout of the area per existing Land Use Designations. The total amount of impervious surface area within the BBSP boundaries that could be generated per 2001 General Plan land use designations, has been estimated by City of Brentwood Public Works Department at ~~7,317,675~~ 8,469,845 square feet (s.f.) (See Table 4.10-15).

The above change is for clarification purposes only and does not result in changes to the adequacy of the previous environmental analysis.

3. RESPONSES TO COMMENTS

3

RESPONSES TO COMMENTS

The Responses to Comments chapter includes responses to each of the comment letters submitted regarding the Brentwood Boulevard Specific Plan (BBSP) Recirculated Draft Environmental Impact Report (EIR). Each bracketed comment letter is followed by numbered responses to each bracketed comment. Any change to the Recirculated Draft EIR text required in response to a comment is identified as double underlined for new text and ~~strikethrough~~ for deleted text. All text changes are presented in Chapter 2, Revisions to the Recirculated Draft EIR Text, of this Final EIR.



Matthew Rodriguez
Secretary for
Environmental Protection

**California Regional Water Quality Control Board
Central Valley Region
Katherine Hart, Chair**

11020 Sun Center Drive, #200, Rancho Cordova, California 95670-6114
(916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>



Edmond G. Brown Jr.
Governor

14 November 2011

RECEIVED

Letter 1

NOV 15 2011

Erik Nolthenius
City of Brentwood
118 Oak Street
Brentwood, CA 94513

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.

CERTIFIED MAIL
7010 3090 0000 5045 2286

**COMMENTS TO RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT,
BRENTWOOD BOULEVARD SPECIFIC PLAN PROJECT, SCH NO. 2007082136,
CONTRA COSTA COUNTY**

Pursuant to the State Clearinghouse's 14 October 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Recirculated Draft Environmental Impact Report* for the Brentwood Boulevard Specific Plan, located in Contra Costa County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

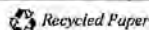
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

1-1

California Environmental Protection Agency



Letter 1
Cont'd.

Brentwood Boulevard Specific Plan Project
SCH No. 2007082136
Contra Costa County

-2-

14 November 2011

- 1-2 **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹**
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.
- For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/
- 1-3 **Industrial Storm Water General Permit**
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.
- For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.
- 1-4 **Clean Water Act Section 404 Permit**
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed for the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.
- If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.
- 1-5 **Clean Water Act Section 401 Permit – Water Quality Certification**
If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Brentwood Boulevard Specific Plan Project
SCH No. 2007082136
Contra Costa County

-3-

**Letter 1
Cont'd.**

14 November 2011

1-6

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

LETTER 1: GENEVIEVE SPARKS, CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

Response to Comment 1-1

The Initial Study prepared for the BBSP project, which is attached to the Recirculated Draft EIR as Appendix C, includes Mitigation Measure VIII-4 in the Hydrology and Water Quality Section (Section VIII of the Initial Study). This mitigation measure requires that prior to issuance of grading permits for any project within the BBSP that would disturb over one acre, 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 by the City Engineer.

Response to Comment 1-2

The BBSP was prepared as a programmatic EIR and, as a result, does not include project-specific environmental analyses. Any future development projects proposed within the BBSP area would be required by the City to undergo project-specific environmental review, and through this review process, the City would ensure that all projects comply with the City's Municipal Storm Water Permit (MS4), which requires implementation of BMPs to reduce the level of pollutants in storm water discharges to the maximum extent practicable (MEP). The City's MS4 permit also includes Provision C.3. Provision C.3 requires MS4 permittees, such as the City of Brentwood, to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is to be accomplished primarily through the implementation of low impact development (LID) techniques. For additional discussion on the project's compliance with C.3 standards see Section VIII, Hydrology and Water Quality, of the Initial Study prepared for the BBSP project, which is attached as Appendix C to the BBSP Recirculated Draft EIR.

Response to Comment 1-3

The BBSP was prepared as a programmatic EIR and, as a result, does not include project-specific environmental analyses. It should be noted that any future industrial development projects proposed within the BBSP area would be required to undergo project-specific environmental review, and through this process, the City would ensure compliance with the Industrial Storm Water General Permit Order No. 97-03-DWQ.

Response to Comment 1-4

As discussed in Impact 4.6-1 of the BBSP Recirculated Draft EIR, the proposed project would result in limited discharge of fill into Waters of the U.S. and waters of the State. As a result, the Recirculated Draft EIR includes Mitigation Measure 4.6-1, which requires the City to obtain a 404 permit from the U.S. Army Corps of Engineers and water quality certification from the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act (CWA). In addition, the mitigation measure requires the City to enter into a Streambed

Alteration Agreement with the California Department of Fish and Game (CDFG) prior to work within jurisdictional features.

Response to Comment 1-5

Please see Response to Comment 1-4.

Response to Comment 1-6

Please see Response to Comment 1-4.

Letter 2



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director
700 Heinz Avenue
Berkeley, California 94710-2721



Edmund G. Brown Jr.
Governor

November 7, 2011

RECEIVED

NOV 09 2011

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.

Mr. Erik Nolthenius, Principle Planner
Community Development Department
City of Brentwood
150 City Park Way
Brentwood, California 94513

BRENTWOOD BOULEVARD SPECIFIC PLAN DRAFT EIR SCH# 2007082136

Dear Mr. Nolthenius:

Thank you for the opportunity to comment on the subject draft EIR. The Department of Toxic Substances Control (DTSC) is the state agency responsible for regulating cleaning of hazardous substances release sites.

2-1

We have comments as follows:

- Regarding Impact 4.8-1, describing impacts related to lead based paint and asbestos, we note your measures to manage lead and asbestos during demolition. However it is not clear how soils around such demolition activities will be evaluated for lead contamination, and remediated if necessary. Please discuss.

2-2

- Regarding impact 4.8-4, describing impacts related to presence of pesticide and/or herbicide residues within the project area, it is unclear if or how DTSC or RWQCB approval of pesticide or herbicide removal or remedial activities will be secured. Please discuss.

2-3

- Regarding impact 4.8-5, describing impact related to soil contamination from the presence of AST's, UST's, substance containers, and agricultural irrigation wells, it is not clear how potential hazardous substance releases from other sources in the project area will be addressed. It is also unclear if and how groundwater similarly contaminated will be addressed. Finally it is unclear if or how DTSC or RWQCB approval of cleanup activities or determination that cleanup is not necessary will be secured. Please discuss.

**Letter 2
Cont'd.**

Erik Nolthenius
November 7, 2011
Page 2

We request that the above comments be discussed in the Final EIR. If you have any questions or concerns, I can be reached at (510) 540-3772 or via email at Dmurphy1@dtsc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Murphy', with a long horizontal flourish extending to the right.

Daniel Murphy, P.E. Unit Chief
Brownfields and Environmental Restoration Program – Berkley Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812

LETTER 2: DANIEL MURPHY, P.E. UNIT CHIEF, DEPARTMENT OF TOXIC SUBSTANCES CONTROL

Response to Comment 2-1

In response to the comment, Mitigation Measure 4.8-1(b) on page 4.8-11 of Chapter 4.8, Hazards, of the Recirculated Draft EIR is hereby revised as follows:

4.8-1(b) *In conjunction with submittal of any new development application within the BBSP area that contains existing on-site structures proposed for demolition, the project applicant shall provide to the Community Development Department a detailed assessment pertaining to the potential presence of lead-based paint in existing on-site structures scheduled for demolition. The assessment shall also determine if any soils surrounding the structure(s) have been contaminated by lead-based paint. If lead-based paint is not detected in the assessment, further mitigation shall not be required. If such paint is found in on-site structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. If the assessment determines that soils surrounding any on-site structures have been contaminated by lead-based paint and that the concentrations are above the applicable California Human Health Screening Level, the soil shall be remediated to the satisfaction of the Department of Toxic Substances Control. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to the review and approval of the Bay Area Air Quality Management District (BAAQMD), Department of Toxic Substances Control, and the Community Development Department, prior to the issuance of a demolition permit.*

The above revisions do not result in changes to the adequacy of the previous environmental analysis. Rather, the changes serve to clarify the methodological approach to ensuring no impacts result from lead-based paint.

Response to Comment 2-2

In response to the comment, Mitigation Measure 4.8-4 on page 4.8-14 of the Recirculated Draft EIR is hereby revised as follows:

- 4.8-4 *In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify pesticide and/or herbicide soil contamination, ~~potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris.~~ The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If the Environmental Site Assessment does not indicate the detection of soil contaminants, further mitigation shall not be required. If soil contamination is identified above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan shall be submitted, which ~~may~~ would include removal and proper disposal of contaminated soils ~~and source containers, as well as proper abandonment of on site irrigation wells,~~ to the satisfaction of the City of Brentwood, ~~and~~ Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control, prior to issuance of a grading permit.*

The above revisions do not result in changes to the adequacy of the previous environmental analysis. Rather, the changes serve to clarify the methodological approach to ensuring no impacts result from any on-site pesticides and/or herbicides.

Response to Comment 2-3

Mitigation Measure 4.8-5 requires the implementation of Mitigation Measure 4.8-4, which generally addresses necessary requirements for ensuring that all detected contaminants are adequately mitigated. In order to provide more specific methodological details for remediating any potentially contaminated soils surrounding ASTs, USTs, substance containers, or wells, as well as groundwater contamination, Mitigation Measure 4.8-5 on page 4.8-16 of Chapter 4.8, Hazards, of the Recirculated Draft EIR is hereby amplified as follows:

- 4.8-5 *Implement Mitigation Measure 4.8 4. In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify soil contamination, potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris. The assessment shall include visual inspection around any identified tanks, substance containers, and wells to determine if soil staining has occurred. The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If*

the Environmental Site Assessment does not indicate the detection of contaminants, further mitigation shall not be required. If soil contamination is identified around any tanks, substance containers, or wells, which is above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan shall be submitted, which may include removal and proper disposal of contaminated soils and source containers, as well as proper abandonment of on-site irrigation wells, to the satisfaction of the City of Brentwood, and Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control (DTSC), prior to issuance of a grading permit. Furthermore, if the assessment determines that any USTs or irrigation wells have resulted in contamination of the surrounding soils, groundwater sampling shall be conducted by the project applicant to determine if the underlying groundwater has been contaminated. Groundwater samples shall be submitted to the Regional Water Quality Control Board (RWQCB) and DTSC. If groundwater contamination above State standards is not detected, further mitigation is not required. If groundwater contamination has occurred, the applicant shall comply with any measures identified by the RWQCB and DTSC to ensure that groundwater quality in the project vicinity is satisfactorily remediated to State standards.

The above revisions do not result in changes to the adequacy of the previous environmental analysis. Rather, the changes serve to clarify the methodological approach to ensuring that no impacts would result from any on-site ASTs, USTs, substance containers, wells, or groundwater contamination.

Letter 3



November 23, 2011

RECEIVED

NOV 28 2011

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.

Erik Nolthenius, Principal Planner
City of Brentwood
150 City Park Way
Brentwood, CA 94513

Re: Brentwood Boulevard Specific Plan Recirculated Draft Environmental Impact Report, Brentwood

Dear Mr. Nolthenius:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Recirculated Draft Environmental Impact Report (EIR) for the Brentwood Boulevard Specific Plan located in the City of Brentwood (City). EBMUD has the following comments.

GENERAL

3-1

EBMUD's September 11, 2007 response (enclosed) to the City regarding the August 2007 Notice of Preparation of a Draft EIR for the Brentwood Boulevard Specific Plan still applies. Please note that all submittals to EBMUD should be sent to the attention of Roberto Cortez, Assistant Superintendent of EBMUD Aqueduct Section (instead of Doug Freier as stated in the 2007 letter response). Documents requiring courier use such as FedEx should be sent to 1804 W. Main Street, Stockton CA 95203. Letter correspondence should be sent to P.O. Box 228, Stockton, CA 95201.

3-2

On page 3-18 of the Recirculated DEIR, Table 3-3 "Involved Agencies and Permits Required for Project Implementation" should include EBMUD as an agency issuing an encroachment permit for work to be performed on EBMUD's right-of-way.

If you have any questions, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:sb
sb11_193.doc

Enclosure

375 ELEVENTH STREET • OAKLAND • CA 94607-4240 • TOLL FREE 1-866-40-EBMUD

1/20/11 10:01 AM

**Letter 3
Cont'd.**



September 11, 2007

Winston Rhodes, Senior Planner
City of Brentwood
Community Development Department
104 Oak Street
Brentwood, CA 94513

Re: Notice of Preparation of an Environmental Impact Report for the Proposed
Brentwood Boulevard Specific Plan Project

Dear Mr. Rhodes:

3-3

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to review the Notice of Preparation of an Environmental Impact Report for the Proposed Brentwood Boulevard Specific Plan Project, located on Brentwood Boulevard between Delta Road and Second Street. Although the property is located outside of EBMUD's Ultimate Service Boundary, EBMUD's Mokelumne Aqueducts (Aqueduct) are located adjacent to the proposed project. EBMUD has the following comments.

MOKELUMNE AQUEDUCTS

3-4

EBMUD's Aqueducts, located within an EBMUD right-of-way (owned in fee), are adjacent to the property on Sunset Road at the intersection of Brentwood Boulevard and are listed as open space on "Figure 2, Project Location/land Use Map". The applicant must adhere to EBMUD's Requirements for Use of the Right-of-Way. A copy of these requirements is enclosed for your reference.

3-5

In addition to the Requirements for Use of the Right-of-Way, EBMUD has the following comments:

- Any widening of Brentwood Boulevard will require an easement and additional protection for the Aqueducts.
- Any utility crossings of EBMUD right-of-way will require a revocable license issued to the owner of the facility such as PG&E, AT&T, etc. Plan review and approval is required before a license can be drafted.
- Landscape or trail improvements will require plan review and approval and will need to be consistent with and covered by the Landscape Agreement with the City of Brentwood.
- EBMUD requires a full set of drawings (full size or 11x17) for review and approval. All submittals need to be sent to Doug Freier. Documents requiring courier use such

675 ELEVENTH STREET • OAKLAND • CA 94607-4240 • TOLL FREE 1-866-40-EBMUD

Revised EIR

**Letter 3
Cont'd.**

Winston Rhodes, Senior Planner
September 11, 2007
Page 2

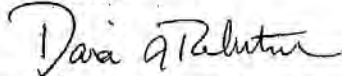
**3-5
Cont'd**

as FedEx should be sent to 1804 W. Main Street, Stockton, CA 95203. Normal letter correspondence should be sent to P.O. Box 228, Stockton, CA 95201.

- Gravity drainage of the right-of-way needs to be maintained.
- Property line fences and walls (including footings) need to be completely off the right-of-way and extend the full length of the project.
- A field meeting can be held to discuss design issues if needed.
- A temporary construction or entry permit is required for any and all access to EBMUD right-of-way.
- Temporary construction fences are required along the entire length of the property line and need to be maintained throughout the project construction timeframe.
- Drawings will need to include a section labeled "EBMUD Notes" and can be discussed at drawing review.
- Survey markers need to remain undisturbed.
- Drainage structure maintenance responsibility needs to be identified for any installations.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



for William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:TNS:sb
sb07_257.doc

Enclosure: EBMUD Procedure 718: Raw Water Aqueduct Right-of-Way, Non-Aqueduct Uses and Supplements



**Letter 3
Cont'd.**

Procedure 718

EFFECTIVE 15 MAR 10

SUPERSEDES 01 MAY 08

LEAD DEPARTMENT O&M

**RAW WATER AQUEDUCT RIGHT-OF-WAY
NON-AQUEDUCT USES**

PURPOSE - To establish procedures and criteria for review and authorization of surface and sub-surface use of District-owned property containing raw water aqueducts for purposes other than installation, maintenance, and operation of District raw water aqueducts.

Forms Used

- L-14 Limited Land Use Permit
- K-47 Work Request Agreement
- N-15 Certificate of Public Liability Insurance
- N-17 Certificate of Workers' Compensation Insurance
- Application for Use of EBMUD Property or Request for Information
- General Fund Receipts for Miscellaneous Payments

**Authority and
Responsibility**

Use, development, and control of fee-owned rights-of-way for District and non-District uses must be consistent with water supply operation and security and the rights and obligations of the District. District and non-District uses of District-owned aqueduct rights-of-way may be permitted when they conform to Policy 7.01, Aqueduct Rights-of-Way Maintenance.

- No use of District aqueduct properties by others will be permitted as a condition to meet city/county zoning requirements or to obtain any land use permit, approval, or entitlement affecting properties not owned by the District.
- No use of District properties by others will be permitted except under terms of a written agreement.
- Use of raw water aqueduct rights-of-way for District purposes shall have the concurrence of the Aqueduct Section Superintendent.
- Use of aqueduct rights-of-way for District treated water lines shall include all applicable aqueduct protections required for similar third-party utility water line crossings.

For the Mokelumne, Lafayette, and Moraga raw water aqueducts, acceptable long-term uses of the rights-of-way include but are not limited to: utility crossings, road crossings, limited agriculture, equestrian and pedestrian trails, parks, oil and gas leases, and District-owned ground water wells. Acceptable, long-term uses of rights-of-way and easements for future raw water aqueducts will be evaluated upon facility completion. Such uses will be authorized by letter, limited land use permits, revocable licenses, leases or easements, as appropriate. All approved uses will conform to the requirements and limitations described in Requirements for Entry or Use (Supplement No. 1 to Procedure 718) and all other conditions as specified in the written approval, permit or easement for each individual use.

The Water Supply Division is responsible for monitoring permitted uses and detecting and preventing unauthorized uses of raw water aqueduct rights-of-way. The Office of General Counsel and the Manager of Real Estate Services will be consulted when an unauthorized user will not voluntarily desist.

The Water Supply Division is responsible for coordinating the development of recommendations with respect to the terms and conditions to be stipulated when a District or non-District use of a raw water aqueduct right-of-way is to be permitted.

Raw Water Aqueduct Right-of-Way Non-Aqueduct Uses

Letter 3
Cont'd.

NUMBER: 718

PAGE NO.: 2

EFFECTIVE DATE: 15 MAR 10

The Director of Engineering and Construction shall be consulted when needed to supply location analysis or to determine what structural, grading, drainage, corrosion protection or other engineering measures are required and to obtain estimates of engineering, design and inspection costs.

Inquiries and
Applications for Use

For the Mokelumne, Lafayette, and Moraga raw water aqueducts, applications and inquiries for use of raw water aqueduct rights-of-way shall be processed by the Water Supply Division. Applications for non-District uses will not be processed unless accompanied by the appropriate application fees outlined in Supplement No. 2 to Procedure 718, Fees and Documentation Charges, Use of Aqueduct Rights-of-Way by Others.

The Water Supply Division is responsible for:

- Providing requirements for use of the District's raw water aqueduct rights-of-way to applicants and to other District departments requesting use of the right-of-way. See Supplement No. 1, Requirements for Entry or Use of Mokelumne, Lafayette and Moraga Aqueduct Rights-of-Way.
- Checking for completeness to ensure compliance with the requirements for entry or use of raw water aqueduct rights-of-way contained in Requirements for Entry or Use plus any other conditions applicable to the proposed use.
- Collecting engineering, plan review and construction inspection costs and documentation of insurance coverage, if necessary.
- Monitoring existing encroachments and inspection of the construction of new approved encroachments.
- Providing information to the Engineering and Construction Department for update of District raw water aqueduct right-of-way drawings.
- Collecting application fees and charges associated with the preparation and execution of revocable licenses.
- Assuring proper environmental documentation.

Real Estate Services is responsible for:

- Advising Manager of Water Supply Division of any real estate matters which relate to a specific proposed use.
- Collecting application fees and charges, preparing and executing limited land use permits, leases, easements, and all other property-related agreements (except for revocable licenses and temporary entry permits) and recommending fees and charges appropriate to the property use allowed, and for securing payment. See Supplement No. 2, Fees and Documentation Charges, Use of Aqueduct Rights-of-Way by Others.
- Maintaining records relating to rights-of-way crossings and use, and providing information to Survey Section and Engineering Services Division for the update of District raw water aqueduct right-of-way drawings.

Types of Permit
License or Easement

The Manager of Water Supply Division shall keep available the forms listing the general requirements set forth in Requirements for Entry or Use for each of the following:

Temporary Entry/Temporary Construction Permit

For temporary access to raw water aqueduct right-of-way such as for surveying, potholing, construction, for temporary access via the District's right-of-way to property adjacent to the right-of-way, and other similar short-term situations.

Raw Water Aqueduct Right-of-Way Non-Aqueduct Uses

Letter 3
Cont'd.

NUMBER: 718

PAGE NO.: 3

EFFECTIVE DATE: 15 MAR 10

Revocable License and Revocable Landscape License

For pipelines, sewers, storm drains, overhead and underground cables, public trails, landscaping and other crossings or lateral encroachments.

Limited Land Use Permit

Provides for agricultural or other surface use of the right-of-way for a period not to exceed one year. These permits are renewable annually if inspection reveals satisfactory conformance to conditions of permit.

Easement

For streets, highways, large pipelines, canals and railroads, and other permanent publicly owned encroachments. Easements are officially recorded with the county having jurisdiction. The fee or consideration will be significant and based on the value of the property being encumbered.

The Manager of Water Supply Division shall request review of any proposed revisions to application forms and lists of requirements from the Engineering and Construction Department, Real Estate Services Division, Office of General Counsel, and the District's Pipe Committee.

Processing
Applications

Temporary Entry Permits

The Manager of Water Supply Division may issue temporary entry permit including standard and temporary conditions relating to the use. The Manager of Real Estate Services and the Office of General Counsel will be consulted regarding unusual circumstances.

Revocable Licenses

The Water Supply Division, if warranted, shall conduct a field investigation to determine requirements for aqueduct protection and, in consultation with the Design Division or the Pipeline Infrastructure Division, will set forth the engineering and operating requirements.

The Manager of Water Supply Division shall then specify any and all requirements, including special conditions to the applicant, discuss the terms and conditions of the license agreement as well as any processing, design and inspection costs and license fee. The Manager of Water Supply Division may then enter into a standard license agreement with relevant special conditions on behalf of the District. The Manager of Real Estate Services and the Office of General Counsel shall be consulted regarding any unusual circumstances.

Copies of all revocable licenses issued by the Water Supply Division shall be provided to the Manager of Real Estate Services.

Limited Land Use Permits

The Manager of Water Supply Division shall convey the District's requirements to the applicant and investigate to determine any special conditions.

Raw Water Aqueduct Right-of-Way Non-Aqueduct Uses

**Letter 3
Cont'd.**

NUMBER: 718

PAGE NO.: 4

EFFECTIVE DATE: 15 MAR 10

Real Estate Services shall prepare the Limited Land Use Permit (Form L-14) in duplicate, including special conditions or stipulations, accompanied by a District-prepared location sketch that will refer to aqueduct stationing and other appropriate location identifiers, including adjacent aqueduct structures.

After payment of the stipulated consideration determined by Real Estate Services, the Manager of Water Supply Division shall review and execute the permit. These copies are then returned to the Manager of Real Estate Services, together with any stipulated consideration.

Forty-five days before expiration of a Limited Land Use Permit, the Manager of Real Estate Services shall notify the Manager of Water Supply Division, who shall investigate the permittee's operations. If renewal of the permit is recommended, the permit will be renewed by letter from the Manager of Real Estate Services.

Leases and Easements

The Manager of Water Supply Division shall conduct a field investigation to determine requirements for aqueduct protection and, in consultation with the Design Division or Pipeline Infrastructure Division, if necessary, will set forth the engineering and operating requirements.

If structural or corrosion protective facilities are required, the Manager of Water Supply Division shall request the Manager of Design Division or Pipeline Infrastructure Division to proceed with the required design or plan reviews. (During design, the designer will communicate with the applicant's engineer.) Upon completion of design, the plans will be delivered to the applicant via the Manager of Water Supply Division, who will arrange for inspection as required.

The Manager of Real Estate Services shall discuss with the applicant the terms of the agreement and the amount of the consideration, including any processing, design, and inspection costs. Real Estate Services shall obtain an appraisal and engineering estimates, if necessary.

Upon agreement with the applicant, the Manager of Real Estate Services, shall draft, for review and approval by the Water Supply Division and Office of General Counsel, an agreement granting the applicant the property interest under the terms and for the consideration as approved. Real Estate Services shall assure that evidence of insurance is provided, if required. The lease or easement shall be submitted to the District's Board of Directors for approval, if required by Procedure 108. Two copies of the lease or easement shall be sent to the applicant with instructions to sign and return the copies, together with the consideration, to the Manager of Real Estate Services. Easements shall be recorded and the applicant shall provide the Manager of Real Estate Services with the recording data.

Approvals

District uses of the raw water aqueduct right-of-way shall be confirmed in writing listing any special conditions which may apply to the proposed use to the requesting District departments by the Manager of Water Supply Division.

Terminations

If the Water Supply Division terminates any permit or license, the Manager of Real Estate Services and the Design Division shall be so notified by memo.

Appeals

The final determination of the terms and conditions appropriate for District uses of aqueduct properties rests with the Director of Operations and Maintenance.

Raw Water Aqueduct Right-of-Way Non-Aqueduct Uses

**Letter 3
Cont'd.**

NUMBER: 718

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EFFECTIVE DATE: 15 MAR 10

The final determination of the terms and conditions appropriate for a specific third party applicant rests with the General Manager and the Board of Directors. Appeals by third parties directed to the Board of Directors shall be forwarded to the General Manager for resolution.

Records

The Manager of Real Estate Services shall maintain a file containing copies of all documents relating to right-of-way crossings or uses and is responsible for the assignment of right-of-way crossing numbers to approved documents.

The Survey Section and Engineering Services Division of the Engineering and Construction Department shall maintain working sets of right-of-way prints for each District raw water aqueduct right-of-way. These prints shall be updated following:

1. Grant of Revocable License or Easement. Notice to be supplied by the Manager of Real Estate Services.
2. Completion of crossing construction covered by license or easement. Notice, including "as built" location data, to be supplied by the applicant to the Water Supply Division for transmittal to the Engineering and Construction Department. This notice will be routed through the Engineering and Construction Department, as necessary, then to the Manager of Real Estate Services. After right-of-way tracings are revised, new prints will be released to those having sets.
3. Termination of any raw water aqueduct right-of-way use. Notice to be supplied by the Manager of Real Estate Services.

Revised prints shall be released following all right-of-way drawing revisions.

Requirements and Fees

Requirements for use of raw water aqueduct right-of-way and fees for the processing of applications and documents related to such uses are included in the documents Requirements for Entry or Use and Fees and Documentation Charges, Use of Aqueduct Rights-of-Way by Others, respectively (see Supplement No. 2, attached). The Manager of Water Supply Division is responsible for periodic review and updating of Requirements for Entry or Use. The Manager of Real Estate Services is responsible for review and updating of Fees and Documentation Charges, Use of Aqueduct Rights-of-Way by Others.

References

Procedure 108 – Real Estate Transactions
Procedure 436 – Cash Receipts

Requirements for Entry or Use of Mokelumne, Lafayette & Moraga Aqueduct Rights-of-Way (attached)
Fees and Documentation Charges Use of Aqueduct Rights-Of- Way by Others (attached)
Schedule of Rates and Charges to Customers of the East Bay Municipal Utility District – Real Property Use Application Fees – Resolution 33046-97

**Letter 3
Cont'd.**



**REQUIREMENTS FOR ENTRY OR USE OF
MOKELUMNE, LAFAYETTE & MORAGA
AQUEDUCT RIGHTS-OF-WAY**

SUPPLEMENT NO. 1 TO PROCEDURE 718

**East Bay Municipal Utility District
P. O. Box 228, Stockton, CA 95201
(209) 946-8000**

Supplement No. 1 to Procedure 718

**Letter 3
Cont'd.**

Page 1

1. Requests for encroachment rights or for other uses of the District's aqueduct properties shall be directed to the Manager of Water Supply Division, P.O. Box 228, Stockton, California 95201. Property uses shall only be permitted subject to appropriate written permit, license, easement, or lease agreement.
2. Requests for property uses shall be in writing and accompanied by a completed application, plan and profile drawings of the area and work involved. District aqueduct stationing and adjacent above-ground structures must be shown. Applicant's horizontal and vertical control must be correlated to the District's. Drawings and maps shall be full size or half-size (11x17inch). Application must include complete insurance documentation.
3. The applicant must agree to indemnify and hold harmless the District from any loss, claim, or liability which may arise by reason of applicant's use of District property and may be required to provide insurance coverage.
4. All requests for uses of District property must be consistent with requirements and limitations set forth by Procedure 718 and will be reviewed and approved on a case-by-case basis.
5. District land and facilities shall be restored to a condition as good as that which existed before applicant's entry on the right-of-way.
6. Applicant's use of property shall not increase District costs or interfere with District access, operations, maintenance, or repair of its facilities.
7. The applicant must pay the District the appraised value of the easement or lease, if appropriate, for the rights granted to the applicant. Appropriate environmental documentation must be completed in accordance with the California Environmental Quality Act before the rights can be granted.
8. For any District-approved encroachment, the applicant must pay the District for any of the following measures, as needed:
 - a. Design of structural protective measures
 - b. Design of fences or other structures
 - c. Corrosion control protective measures
 - d. District engineering, plan review, and inspection of activities
 - e. Environmental documentation
 - f. Application, permit or license fees.
9. The plan for the execution of the work must be approved by the District.
10. The type and weight of equipment working over the aqueduct must be approved by the District.
11. The use of vibratory compaction equipment is prohibited on the aqueduct right-of-way.
12. A minimum of 48 hours notice must be given to the District before work commences. To contact the District by telephone, call: The Aqueduct Section's Stockton Office at (209) 946-8000.
13. A preconstruction meeting is required prior to start of work.
14. No building or portions of buildings shall be constructed on the property. No other types of structures shall be constructed unless specific approval is given by the District.
15. No longitudinal encroachments such as drainage ditches; gas, phone, or electrical lines; pipelines, or roads will be permitted. All property line fences (including footings) must be located completely outside the aqueduct property lines.

16. No pile driving will be allowed within 100 feet of the aqueducts.
17. Railroad, freeway and highway crossings of the aqueduct right-of-way shall be on permanent bridges with a minimum vertical clearance of 14 feet 6 inches between the finished ground surface and the underside of the bridge. Crossings on grade will be over structurally-encased aqueducts with a sleeve for a fourth aqueduct.
18. Street and road crossings constructed on grade shall incorporate protection of the aqueducts. Protective measures will be designed by the District or by applicant's licensed engineer to District standards with specific District approval of each design. Existing aqueduct protective measures such as concrete slabs shall not be cut, penetrated, or otherwise disturbed. If a protective measure is cut, penetrated, or disturbed, it shall be replaced with a new protective measure, designed by a District engineer or applicant's licensed engineer to District standards with specific District approval of design.
19. Traffic control fences or approved barriers shall be installed along each side of the street, road or trail before opening to the public.
20. Temporary construction fences and barricades shall be installed by contractor as directed by the District.
21. No geotechnical exploration such as drilling or boring shall be allowed on an Aqueduct right-of-way.
22. Any changes in finished grade must be approved by the Aqueduct Section. Earthfills or cuts on adjacent property shall not encroach onto District property except where authorized for vehicular crossings on grade and where the District determines that there will be no detrimental effect on the aqueducts or their maintenance.
23. Pipeline crossings shall be perpendicular to the aqueducts and on a constant grade across District property. Sanitary sewers, water lines or petroleum product lines crossing above the aqueducts must be encased in a steel or polyvinyl chloride (PVC) conduit or reinforced concrete with a minimum vertical clearance of two (2) feet between the pipeline and the top of District aqueducts unless other protective measures are provided. Under no circumstances will the minimum clearance be less than one foot.
24. All pipelines crossing below the aqueducts must be encased in a steel or reinforced concrete conduit and provide a minimum of two (2) feet of clearance between the casing and the bottom of the District aqueducts.
25. On pressurized pipe crossings, shutoff valves shall be provided outside and adjacent to both sides of District property.
26. At the point of crossing, steel pipeline crossings and steel casings shall incorporate electrolysis test leads, bond leads, and leads necessary for interference testing. Corrosion control devices, when required, must be approved by the District.
27. Cathodic protection for steel encasements must be installed as follows:
 - Provide a dielectric coating to the exterior surface of the steel casing within the District's right-of-way, 16 mil epoxy or equivalent.
 - Provide galvanic protection to the portion of the steel casing within the District's right-of-way in accordance with the National Association of Corrosion Engineers RP-01-69.

- If the carrier pipe is constructed of ductile iron or steel, provide electrical isolation between the carrier and casing using casing insulators; redwood skids are not permitted.
 - Provide test results to the District demonstrating the adequacy of the cathodic protection system, and the adequacy of the electrical isolation of the carrier (if metallic) from the casing. The District reserves the right to witness any such tests.
28. Gravity drainage of District property shall be maintained. Open channels constructed across the right-of-way shall be paved with reinforced concrete. Headwalls, inlets, and other appurtenances shall be located outside District property. Drainage facilities shall be provided outside the District's property at the top and/or toe of fill slopes or cuts constructed adjacent to District property to assure adequate drainage.
 29. Overhead electrical power conductors across the property shall be a minimum of 30 feet above ground. Communication and cable TV crossings shall be a minimum of 20 feet above the ground. Supporting poles or towers shall be located outside the aqueduct right-of-way.
 30. Buried electrical cables passing over the aqueducts shall be installed in PVC conduit and encased in red concrete across the entire width of the right-of-way. In some cases, PVC-coated steel conduit with a red concrete cap may be substituted. All other buried cables shall be installed in conduit and marked in the appropriate Underground Service Alert (USA) colored marking materials across the entire width of the aqueduct right-of-way. The minimum vertical clearance between the conduit and the top of the District's aqueducts is two (2) feet unless other protective measures are provided. Under no circumstances will the minimum vertical clearance be less than one foot.
 31. Electrical or telecommunications cables passing under the aqueducts shall be encased in conduit and marked at both edges of the aqueduct right-of-way with the appropriate USA color coded markers. The minimum vertical clearance between the conduit and the bottom of the District's aqueducts is two feet. For directional bored conduits the minimum vertical clearance is five feet.
 32. Vehicular parking and storage of equipment or material on aqueduct property are specifically prohibited.
 33. Extraction of oil and gas from aqueduct properties may be permitted under appropriate lease agreements.
 34. All District survey monuments and markers shall be undisturbed. If any District survey markers or monuments must be disturbed, they will be replaced or relocated by the District at applicant's expense prior to the start of any ground disturbing work.
 35. All aqueduct crossings involving mechanical excavation on the right-of-way require potholing of all three aqueducts at the site of the proposed crossing. Visible reference markings showing the aqueduct alignments and depths to top of pipe shall be maintained for the duration of any mechanical excavation on District property. Entry permits are required for pothole work.
 36. All grading or excavating of the right-of-way requires USA notification and the maintenance of a current inquiry identification number.
 37. Certified six-sack mix is the minimum acceptable concrete batch to be used on the aqueduct right-of-way. Concrete compression strength shall be 3,000 per square inch (PSI) or better at 28 days. If samples do not reach 3,000 PSI at 28 days, entire section of slab or encasement related to that sample must be removed and replaced at applicant's expense.
 38. Each truckload of concrete to be placed on the aqueduct right-of-way may be sampled by the District. No water may be added to the mix after sampling.

Supplement No. 1 to Procedure 718

**Letter 3
Cont'd.**

Page 4

39. Maximum allowable slump is three inches. All concrete exceeding three inches will be rejected and cannot be used on the aqueduct right-of-way.
40. No traffic will be allowed over protective slabs until 3,000 PSI is reached.
41. All work areas shall be inspected by the District for final approval. As-built drawing submittals are required for District approval.

**Letter 3
Cont'd.**



**FEEES AND DOCUMENTATION CHARGES
USE OF AQUEDUCT RIGHTS-OF-WAY BY OTHERS**

SUPPLEMENT NO. 2 TO PROCEDURE 718

TYPE OF DOCUMENT	APPLICATION FEE
Fee Title (Outright purchase of District property)	\$2,000
Easement (Rights for permanent use of District property such as access, utilities, etc.)	\$1,000
Quitclaim (Removal of District's right, title, and interest to property)	\$1,000
Revocable License (Permission to use District property for periods exceeding one year. Subject to revocation)	\$500
Revocable License and Application Fees:	
Applicant	Application Property Rights Total
Government Agencies	May be Waived \$1,000 \$1,000
Public Utilities	May be Waived \$1,000 \$1,000
Privately Owned Public Utilities (AT&T, PG&E, etc.)	\$500 \$1,000 \$1,500
Developers & other profit-seeking activities	\$500 \$1,000 \$1,500
Private, nonprofit organizations	\$500 \$1,000 \$1,500
Lease (The right to occupy and use District land for a specified time period)	\$600
Telecommunication Lease (The right to occupy and use District land for a specified time period)	\$2,000
Information Only (Request for information requiring research of District records)	\$60/hr
Processing and Review of Watershed Land Use Proposals (Request for District to perform a formal evaluation of watershed land use proposal)	\$60/hr <i>(Plus all other District costs)</i>
Property Entry Permits, Rights of Entry, Temporary Construction Permits (Permission for temporary access onto District property)	\$100
Limited Land Use Permit (Allows landscaping, gardening, or other minor surface use of District property; subject to annual renewal)	\$25

1. In addition to the above charges, applicants will be required to reimburse the District for its costs of engineering, surveying, and inspection of the proposed use of encroachment.
2. Fair market value for property rights conveyed shall also be paid by the applicant, where appropriate including all costs (appraisal, recordation, title report, etc.).

**LETTER 3: WILLIAM R. KIRKPATRICK, MANAGER OF WATER DISTRIBUTION PLANNING,
EAST BAY MUNICIPAL UTILITY DISTRICT**

Response to Comment 3-1

The comment is introductory and does not address the adequacy of the Recirculated Draft EIR. Please see the below responses to comments.

Response to Comment 3-2

In response to the comment, for clarification purposes, Table 3-3 on page 3-19 of Chapter 3, Project Description, of the Recirculated Draft EIR is hereby revised as follows:

Table 3-3 Involved Agencies and Permits Required for Project Implementation		
Agency	Permit Required	Reason for Requirement
Regional Water Quality Control Board – Region 2	NPDES	Fill and/or construction in Waters of the U.S.
California Department of Fish and Game	Streambed Alteration Agreement under Section 1602 of the CDFG Code of Regulations	Fill and/or construction activities in stream channels
Caltrans	Encroachment Permit	Necessary if modifications to Brentwood Boulevard occur prior to SR 4 being turned over to the City
Contra Costa Local Agency Formation Commission (LAFCo)	Annexation	Proposed project includes parcels currently located outside the City of Brentwood
U.S. Army Corps of Engineers	Section 404	Fill and/or construction in Waters of the U.S.
<u>East Bay Municipal Utility District (EBMUD)</u>	<u>Encroachment Permit</u>	<u>Any work occurring within EBMUD’s right-of-way</u>

The above change clarifies that work would not be done within EBMUD’s right-of-way without first obtaining necessary encroachment permits from the District.

Response to Comment 3-3

The comment is an introductory comment in EBMUD’s September 2007 NOP comment letter on the BBSP project and does not address the adequacy of the Recirculated Draft EIR.

Response to Comment 3-4

The comment is noted. Property at the intersection of Sunset Road and Brentwood Boulevard is located adjacent to the EBMUD right-of-way (ROW) and the Mokelumne Aqueduct, which is located within the ROW. The BBSP EIR was prepared as a programmatic EIR and any future development projects within the BBSP area, including any projects located on the property

adjacent to the ROW, will comply with EBMUD's Requirements for Use of the Right-of-Way, as well as any other EBMUD requirements related to development of a future proposed project. It should be noted that this comment pertains to the design of the project and not the CEQA environmental review process. The Community Development Department will ensure that the design of future individual projects adjacent to EBMUD ROW, and design of any roadway improvement projects in the vicinity of EBMUD ROW would adhere to the listed requirements of EBMUD.

Response to Comment 3-5

Please see Response to Comment 3-4.

Letter 4

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CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

November 29, 2011

Erik Nolthenius, Principal Planner
City of Brentwood
Community Development Department
150 City Park Way
Brentwood, CA 94513

Subject: Draft Environmental Impact Report for the Brentwood Boulevard Specific Plan

Dear Mr. Nolthenius,

Bay Area Air Quality Management District (District) staff reviewed the Draft Environmental Impact Report (DEIR) for the City of Brentwood's (City) Brentwood Boulevard Specific Plan (Plan). We understand that the Plan area covers roughly 310 acres and will serve as the guiding policy document for future development in the City's downtown. The City anticipates this area to accommodate 1,992 new residential units, support 3,500 jobs, and allow for the development of approximately 1.4 million square feet of retail, commercial, office, and industrial space.

The District has the following specific comments on the DEIR.

Air Quality Impact Analysis

District staff is concerned about the significant and unavoidable air quality impacts identified in the DEIR that are associated with construction and operational emissions. The San Francisco Bay Area is currently in nonattainment for state and federal ozone standards and fine particulate matter (PM2.5) standards, and for state PM10 standards. The emissions associated with the Plan should be mitigated to the maximum extent feasible to ensure the Plan does not adversely affect the region's ability to attain health-based ambient air quality standards.

4.5.1 Short-term Construction-Related Air Quality Impacts

The DEIR states that construction activities would exceed BAAQMD 2010 CEQA thresholds for criteria pollutants and exacerbate existing air quality conditions. In response, Mitigation 4.5.1 is proposed which lists 22 mitigation measures that future projects shall incorporate. District staff supports these measures and recommends the City add further measures that reduce construction exhaust emissions. This includes:

- Require electrification of motors, pumps, and other power tools whenever feasible

4-1

4-2

4-3

ALAMEDA COUNTY
Tom Bates
(Chairperson)

Scott Haggerty
Jennifer Hosterman
Nate Miley

CONTRA COSTA COUNTY
John Gioia
(Vice-Chair)
David Hudson
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Letter 4
Cont'd.

Mr. Erik Nolthenius

November 29, 2011

4-3
Cont'd.

- Prohibit diesel generators where access to the electrical grid is available
- Require the use of biodiesel or other alternative fuels in diesel generators, construction equipment, and/or off-road vehicles
- Establish minimum construction waste reduction and recycling standards
- Require the use of diesel particulate filters on equipment where Tier 3 engines are not available

District staff also encourages the City to develop a standard construction mitigation plan as part of the FEIR's Mitigation Monitoring and Reporting Program. This would serve to help developers establish compliance with air quality mitigation requirements.

4.5-3 Long-term Operational Air Quality Impacts

4-4

Emissions from long-term operational activities associated with the implementation of the Plan exceed the District's significance thresholds for criteria pollutants. To address this impact, the DEIR contains a host of measures aimed at reducing commercial vehicular trips and several measures to reduce area source emissions from residential development. Staff supports these measures and recommends the City apply transportation-related measures to residential development as applicable. For example, the City can require landlords and property owners to separate parking costs from property costs, allowing tenants who wish to purchase parking to do so at an additional cost. Additionally, providing transit subsidies can apply to residential as well as commercial/retail projects. District staff has also identified other feasible mitigation measures that should be made conditions of approval for subsequent development within the Plan area to ensure that all impacts are mitigated to the maximum extent feasible. (See recommended mitigation measures below.)

Toxic Air Contaminants Analysis

4-5

District staff understands the DEIR contains an analysis of toxic air contaminants (TACs) which relies on a guidance document prepared by the California Air Resources Board (CARB), "*Air Quality and Land Use Handbook: A Community Health Perspective*" (2005). The handbook provides information to local governments on common sources of air pollution and gives general guidance to consider when siting sensitive receptors. This information was used to identify potential setbacks for new development.

4-6

The District's CEQA Air Quality Guidelines may be a useful resource to supplement the CARB handbook. The District's Guidelines provide detailed guidance specific to the Bay Area on evaluating and minimizing air quality impacts of land use development. In addition, the District offers site specific information which allows for more precise analyses. District staff recommends the City use the tools on the District's website to evaluate the potential cancer risk and hazard impacts to existing and future sensitive populations within the Plan area boundary. These are available for download at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx>. This analysis should include highways, major roadways, permitted stationary sources, and active rail lines in or near the Plan area boundary.

Letter 4
Cont'd.

November 29, 2011

Mr. Erik Nolthenius

4-6
Cont'd.

According to the District's highway screening tool, the cancer risk from TACs attributed to traffic along the eastern side of Brentwood Boulevard is approximately 15.74 in a million. To address this potentially significant impact, staff recommends the City require mitigation measures, for example requiring that new development with sensitive receptors be located on the building's second floor (or higher) or ensure building setbacks of at least 50 feet from the nearest edge of Brentwood Boulevard. Alternatively, buildings with sensitive receptors located in the impacted area can have their HVAC systems fitted with high-efficiency particulate air filters (HEPA filters). Upon doing so, this would reduce the impact below the District's risk and hazards thresholds. The City can also consider phasing future development in a manner which first places sensitive receptors furthest from the roadway, allowing for state vehicle emission regulations to take full effect before development occurs closer to the roadway.

4-7

District staff has also identified other sources of TACs not included in the analysis. This includes four gas stations, four emergency back-up generators, and an active rail line to the South/Southwest of the Plan area boundary. Staff has reviewed these TAC sources and recommends new development within the Plan area that have sensitive receptors be located at least 100 feet from these gas stations. Of the four emergency back-up generators, only one would have a potentially significant impact. To address this impact, District staff recommends the following: do not locate sensitive receptors within 150 feet of the generator; or install a diesel particulate filter on the generator; or install HEPA filters on all buildings in impacted areas that house sensitive receptors.

In addition, Union Pacific Rail operates a rail line approximately 750 feet from the South/Southwest of the Plan area. District staff has reviewed emissions data from the rail line and has determined that at the Plan's boundary, risk and hazard impacts are below the District's risk and hazard thresholds.

4-8

Greenhouse Gas (GHG) Emissions Analysis

District staff understands GHG emissions from existing and new development were estimated to be 51,739 MTCO₂e/yr at the Plan's full buildout. The GHG analysis, however, subtracts the existing emissions from the Plan's projected emissions and concludes an increase in emissions of approximately 28,993 MTCO₂e/year. This was then divided by the Plan's future buildout service population of 9,661 which included existing and projected new residents and employees. The DEIR compared the resulting 3.0 MTCO₂e/SP/yr to the District's 6.6 MTCO₂e/SP/year threshold.

4-9

This analysis is not consistent with the District's methodology to estimate the Plan's GHG emissions and the use of the 6.6 threshold is not appropriate for a specific plan. As stated on page 2-7 of the District's 2010 CEQA Guidelines, the 6.6 MTCO₂e/SP/yr threshold's only applicable to general plans. District staff recommends using the Plan's buildout emissions of 51,739 MTCO₂e/yr, divide those emissions by the Plan's buildout service population, and then compare to the District's 4.6 MTCO₂e/SP/yr threshold. Based on this analysis, the Plan's GHG emissions would be considered potentially significant and the City should mitigate this impact. District staff recommends the City incorporate the mitigation measures listed below, and additional measures if necessary, to reduce GHG emissions below the District's 4.6 threshold.

Mr. Erik Nolthenius

November 29, 2011

Recommended Mitigation Measures

District staff recommends the City consider all feasible mitigation measures to lessen the severity of the Plan's identified significant impacts to operational criteria pollutants and GHG emissions. If any of these measures recommended below are considered infeasible, the FEIR should provide substantial evidence to justify that conclusion. This includes:

Transportation Measures

- Require employers to provide transit subsidies for retail/commercial employees
- Require employers to offer parking cash-out options to employees
- Install electric vehicle charging stations
- Dedicate downtown parking for carpooling and electric vehicles
- Unbundle parking costs from residential leases and rental units

Energy Mitigation Measures

- Require all new commercial and residential buildings, and significant remodels, to exceed current Title 24 standards by a minimum of 15%
- Require on-site renewable energy systems, such as wind turbines, solar photovoltaic or solar hot water heating systems
- Implement waste recycling and composting programs for all types of development, and
- Require the use of recycled grey water for landscaping

District staff also recommends utilizing the District's CEQA Air Quality Guidelines as well as the CAPCOA report "*Quantifying Greenhouse Gas Mitigation Measures*" for additional information on mitigation measures and quantification methodologies. Both documents are publicly available and can be downloaded from the District's website under CEQA Guidelines, Tool's and Methodology.

If you have any questions, please contact Ian Peterson, Environmental Planner, at (415) 749-4783.

Sincerely,


Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Vice Chair John Gioia
BAAQMD Director David Hudson
BAAQMD Director Mark Ross
BAAQMD Director Gayle B. Uilkema

**LETTER 4: JEAN ROGGENKAMP, DEPUTY AIR POLLUTION CONTROL OFFICER, BAY AREA
AIR QUALITY MANAGEMENT DISTRICT**

Response to Comment 4-1

Comment 4-1 is an introductory statement and does not address the adequacy of the Recirculated Draft EIR.

Response to Comment 4-2

Comment 4-2 states the District's concern regarding significant and unavoidable air quality impacts identified in the Recirculated Draft EIR and requests mitigation to the maximum extent feasible. Mitigation is discussed in the below responses to comments.

Response to Comment 4-3

In Comment 4-3, the District expresses their support for the mitigation measures regarding construction-related air pollutant emissions presented in Mitigation Measure 4.5-1 of the Recirculated Draft EIR. The District recommends further measures for reduction of construction exhaust emissions. Therefore, Mitigation Measure 4.5-1 on page 4.5-22 of Chapter 4.5, Air Quality, of the Recirculated Draft EIR is hereby revised as follows:

4.5-1 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 by the City Engineer:

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered;*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;*
- *All vehicle speeds on unpaved roads shall be limited to 15 mph;*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;*
- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the*

maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;

- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;*
- *Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations;*
- *All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe;*
- *All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;*
- *Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity;*
- *Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;*
- *The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time;*
- *All trucks and equipment, including their tires, shall be washed off prior to leaving the site;*
- *Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel;*
- *Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent;*

- *Minimizing the idling time of diesel powered construction equipment to two minutes;*
- *The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;*
- *Use low VOC (i.e., ROG) coatings beyond the local requirements;*
- *Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM;*
- *Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines;*
- *Requiring electrification of motors, pumps, and other power tools whenever feasible;*
- *Prohibiting diesel generators where access to the electrical grid is available;*
- *Requiring the use of biodiesel or other alternative fuels in diesel generators, construction equipment, and/or off-road vehicles to the extent feasible;*
- *Establishing minimum construction waste reduction and recycling standards; and*
- *Requiring the use of diesel particulate filters on equipment where Tier 3 engines are not available.*

The above measures include all feasible measures for construction emissions identified by the BAAQMD.

The above changes are for clarification purposes only and do not alter the conclusions in the Draft EIR. It should be noted that the above mitigation measure, as well as all other mitigation measures set forth in the Recirculated Draft EIR, are included in Chapter 5, Mitigation Monitoring and Reporting Program, of this Final EIR.

Response to Comment 4-4

Comment 4-4 expresses the District's support for the mitigation measures regarding long-term operational air quality impacts presented in Mitigation Measures 4.5-3(a) through (d) in Chapter 4.5, Air Quality, of the Recirculated Draft EIR. However, the District recommends incorporating additional transportation-related measures for residential development, as applicable.

The City appreciates the District's request to incorporate additional mitigation measures to further reduce the operational air quality emissions generated by future residential uses within the BBSP area. As evidenced by the list of air quality mitigation measures included in the BBSP Recirculated Draft EIR, the City is also concerned with the quality of air within its jurisdictional boundaries and beyond and has made a good faith effort in reducing these emissions even though the project's operational air quality impact has been determined to be significant and unavoidable in the Recirculated Draft EIR. However, the City must balance these shared concerns with the important task of making the implementation of the BBSP economically feasible, and this, in part, depends upon the extent and nature of restrictions applied to future development. As stated in Goal 9 of the BBSP policy document, the City desires to "Create conditions that will attract economic investment within the Specific Plan area." Further, Goal 10 states that the City desires to "Create a unique area that provides a blend of new employment and housing opportunities serving City residents and visitors." Requiring tenants to pay for their own parking makes it difficult for the City to achieve its goals of attracting economic investment and providing a blend of new housing opportunities that serve its residents. As already mentioned, the Recirculated Draft EIR has determined that the project's operational air quality impact would be significant and unavoidable even with implementation of the mitigation measures required in the Recirculated Draft EIR via Mitigation Measure 4.5-3. Requiring tenants to pay for their own parking and requiring transit subsidies for residential projects would not bring the impact below the District's relevant threshold. Given this and the fact that the recommended measures, including the transportation measures listed at the end of the commenter's letter, would render residential development economically infeasible for at least some prospective developers within the BBSP plan boundaries (See CEQA Guidelines Section 15091), the City believes that the District's additional recommended measures for residential land uses are infeasible.

Response to Comment 4-5

Comment 4-5 consists of a discussion of the methodology utilized for the TAC analysis in the Recirculated Draft EIR and the CARB handbook. The adequacy of the Recirculated Draft EIR is not addressed.

Response to Comment 4-6

In Comment 4-6, the District recommends that the District's web-based cancer risk and hazard tools be used to evaluate the impacts to existing and future sensitive populations within the proposed project area. According to the District's Highways Screening Analysis Tool, the cancer risk from TACs attributed to traffic along the eastern side of Brentwood Boulevard would be approximately 15.741 in one million at a distance of 10 feet, which exceeds the significance threshold of an increase of 10 in one million. The risk decreases at further distances from

Brentwood Boulevard, with a risk of 9.996 at 50 feet east of Brentwood Boulevard. Consequently, any sensitive receptors within 50 feet east of Brentwood Boulevard would be at risk.

However, the BBSP Policy document has been revised to include the following language:

High-efficiency particulate air filters (HEPA filters) shall be required for all buildings that house sensitive receptors within 50 feet east of Brentwood Boulevard.

According to the District, the above requirement would reduce the risk to below the relevant threshold. Individual residential or mixed use development applications that are submitted to the City for parcels within 50 feet of the east side of Brentwood Boulevard would be required by the City, per the policy language in the Specific Plan, to include HEPA filters. As such, the less-than-significant conclusion regarding TACs attributed to traffic, as determined in Impact Statement 4.5-5 on page 4.5-29 of Chapter 4.5, Air Quality, of the Recirculated Draft EIR, remains adequate and no mitigation is necessary.

Response to Comment 4-7

As stated in Comment 4-7, the District identified sources of TACs that were not specifically identified in the program-level analysis of the Recirculated Draft EIR, including the following: four gas stations, four emergency back-up generators, and an active rail line to the south/southwest of the BBSP area. The District determined that the risk and hazard impacts related to emissions from the rail line and three of the emergency generators would be less-than-significant; however, impacts related to emissions from the four existing gas stations and one of the existing emergency generators were determined to be potentially significant.

The emergency generator in question is located at 2000 Homecoming Way, east of Brentwood Boulevard and north of Sunset Road. The property is owned by the City and the generator serves the water plant facility on-site. The City confirmed the physical location of the existing generator and has determined that the generator is approximately 180 feet from the nearest proposed sensitive receptor within the BBSP area. The commenter recommends that sensitive receptors should not be located within 150 feet of the existing generator. Because the nearest proposed sensitive receptor would be located approximately 180 feet from the generator, a less-than-significant impact would result from this generator and mitigation is not required.

Regarding the existing gas stations, the City has confirmed that one of the gas stations is located in an area slated for future commercial development (just south of Lone Tree Way). Commercial uses are not considered sensitive receptor uses, and thus, the existing gas station south of Lone Tree Way would not be expected to result in TAC concerns for future adjacent sensitive uses. The three other existing gas stations are located within proposed Mixed-Use COIR designated areas of the BBSP. Residential uses are allowed in Mixed-Use COIR areas and the TACs from these three existing gas stations could be an issue for adjacent residential uses should they be developed in the COIR areas. As a result, for clarification purposes, the BBSP Policy document has been revised to include the following language:

Residential uses shall be located a minimum distance of 100 feet from any existing gas station within the BBSP planning area.

According to the District, the above requirement would ensure that impacts from TACs attributable to existing gas station emissions are less-than-significant. Individual residential or mixed-use development applications that are submitted to the City for parcels within 100 feet of an existing gas station would be required by the City, per the policy language in the Specific Plan, to locate residential uses a minimum of 100 feet from the existing gas station. As such, the less-than-significant conclusion regarding TACs, as determined in Impact Statement 4.5-5 on page 4.5-29 of Chapter 4.5, Air Quality, of the Recirculated Draft EIR, remains adequate and no mitigation is necessary.

The above additional analysis regarding TACs does not alter the previous conclusions of the BBSP Recirculated Draft EIR, which generally determined that impacts from TACs would be less-than-significant. Because the Recirculated Draft EIR appropriately included a program-level analysis of the implementation of the BBSP Land Use Plan, project-level analysis of TACs was not possible. Given the fact that future individual development applications would undergo subsequent project-specific environmental review, as noted in the Recirculated Draft EIR, the City's intent was to ensure, through the application review process, that sensitive land uses are appropriately sited relative to surrounding uses, including such things as existing gas stations and generators. In order to clarify the City's intent, the above-presented policy language has been added to the BBSP Specific Plan document. Because impacts from TACs would remain less-than-significant, recirculation of the Recirculated Draft EIR is not required.

Response to Comment 4-8

This comment summarized the methodology utilized for the GHG analysis in the Recirculated Draft EIR and does not address the adequacy of the Recirculated Draft EIR. Please see the below responses to the District's more specific comments.

Response to Comment 4-9

The GHG threshold of 6.6 MTCO_{2e} per service population per year for plan-level operational GHG utilized for analysis in the Recirculated Draft EIR is applicable for general plans. However, according to the District, as discussed in Comment 4-9, the District's threshold of 4.6 MTCO_{2e} per service population per year is more appropriate for the proposed Specific Plan project. Although, the project GHG emissions above baseline conditions (3.0 MTCO_{2e} per service population per year, as presented on page 4.5-33 of Chapter 4.5, Air Quality, of the Recirculated Draft EIR) would still be below the BAAQMD threshold of 4.6 MTCO_{2e} per service population per year, the District recommends comparing the proposed project's total GHG emissions without baseline conditions to the 4.6 MTCO_{2e} per service population per year threshold. It should be noted, however, that according to page 4-2 of the Bay Area Air Quality Management District's *California Environmental Quality Act Air Quality Guidelines*, June 2010, "If a proposed project involves the removal of existing emission sources, BAAQMD recommends subtracting the existing emissions levels from the emissions levels estimated for the new proposed land use." The GHG analysis included in the BBSP Recirculated Draft EIR utilized this

approach because the BBSP project expressly involves the implementation of the proposed Land Use Plan, which would necessarily result in demolition of all existing land uses at full buildout. Notwithstanding the above, in order to address the District's comment, and consider a worst-case analysis, the project's GHG emissions have been recalculated in the following manner.

The estimated GHG emissions without baseline conditions were determined in the analysis of the Recirculated Draft EIR to be 51,739.38 MTCO_{2e} over a service population of 9,661, which equals 5.4 MTCO_{2e} per service population per year. However, the 51,739.38 MTCO_{2e} did not take into consideration the project's vicinity to transit, bicycle and pedestrian networks, and other environmental features of the proposed project, as the 5.4 MTCO_{2e} per service population per year was below the 6.6 MTCO_{2e} per service population per year threshold used in the Recirculated Draft EIR analysis. In order to provide a more project-specific estimation utilizing the new threshold, the aforementioned environmental features have now been taken into consideration. Utilizing the URBEMIS2007 and BAAQMD's BGM model with the incorporation of the environmental features, the GHG emissions for the proposed project were estimated to be 45,911.05, which results in 4.8 MTCO_{2e} per service population per year (See Appendix A for model outputs).

Various mitigation measures for emission reductions, as well as the associated percent reductions, are included in the District's CEQA Guidelines. By applying the "Meet GBC standards in all new construction" measure in the "NON-URBEMIS Energy Efficiency Mitigation Measures" table on page 4-15 of the District's CEQA Guidelines, the proposed project's GHG emissions would be reduced from 4.8 to 4.6 MTCO_{2e} per service population per year (See Appendix A for reduction calculations). The proposed project is already required to comply with the 2010 California Green Building Standards Code (CALGreen). In consideration of this and the fact that the transit, bicycle, and pedestrian networks, as well as the other environmental features of the proposed project that were included in the remodeling effort are actual components of the project's design, mitigation measures would not be required to reduce the project's GHG emissions below the relevant District GHG threshold. Therefore, the Recirculated Draft EIR's less-than-significant conclusion for GHG emissions remains adequate.

Response to Comment 4-10

Regarding the commenter's recommended transportation measures, please see Response to Comment 4-4. In addition, it should be noted that installation of electric vehicle charging stations would not be considered a feasible measure, as the number of electric vehicles expected to use the station would not be significant enough to cause any substantial reduction in emissions.

Regarding the commenter's recommended energy mitigation measures, because the proposed project's GHG emissions were determined to be less-than-significant, as discussed in further detail in Response to Comment 4-9 above, mitigation measures to reduce GHG emissions would not be necessary. Thus, because the Energy Mitigation Measures presented in the comment are primarily associated with GHG reduction, the measures would not be necessary for the proposed project, as the project's GHG emissions are already below threshold.

It should be noted, however, that the City's review of individual development projects within the BBSP area will consider project-specific land uses and design with extensive focus on air quality and GHG reduction. The BBSP contains goals and policies to create a mixed-use area accessible by pedestrians, bicycles, transit, and motor vehicles.

Response to Comment 4-11

The comment does not address the adequacy of the Recirculated Draft EIR.

Sent By: CALTRANS TRANSPORTATIO PLANNING; 510 286 5560;

Nov-29-11 3:56PM;

Letter 5

RECEIVED

NOV 29 2011

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.

Facsimile Route Slip

CALTRANS DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING

111 Grand Avenue, 14th Floor
Oakland, CA 94612-3717

Mailing Address

P.O. Box 23660
Oakland, CA 94623-0660

Date: 11/29/11

Total Pages, including Route Slip: 3

TO:

Name: Erik Notheaus

Agency or Company: City of Brentwood

Department: _____

Telephone #: (925) 516-5150

Fax #: (925) 516-5407

Notes/Instructions: Please accept this errata
correction on page 2, first paragraph.

From:

Name: Luis Melendez

Telephone #: (510) 286-5606

Fax #: (510) 286-5559, CALNET 8-541-5559
(510) 286-5560, CALNET 8-541-5560

Sent By: CALTRANS TRANSPORTATION PLANNING; 510 286 5560;

Nov-29-11 3:56PM;

Page 2/3

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ROMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Letter 5
Cont'd.



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Be energy efficient!*

November 29, 2011

CC000282
CC-4-36.5/R38.81
SCH #2007082136

Mr. Erik Nolthenius
City of Brentwood
118 Oak Street
Brentwood, CA 94513

Dear Mr. Nolthenius:

Brentwood Boulevard Specific Plan Project – Recirculated Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Brentwood Boulevard Specific Plan Project. The following comments are based on the Recirculated DEIR.

Project Concerns

5-1

The Department is particularly concerned with how the trips generated by this project will be distributed, and how the trips generated may potentially impact the existing and future performance of State Route (SR) 4 Bypass. The Cumulative Conditions analysis for this project uses the future year of 2030. The Cumulative traffic analysis should be minimally based on a 20-year life of the project (2035 or more), although a General Plan built-out scenario would be more realistic. This project states that the inclusion of the SR 4 Bypass would result in a reduction of approximately 22 percent of trips at some intersections, but the Bypass interchanges are not included in the analysis.

5-2

The Recirculated DEIR is not detailed enough to adequately determine what effect the development may have on SR 4/SR-160 interchange. Please add this interchange to your analysis.

5-3

On Page 22, Comparing Figure 10 Cumulative Peak Hour Traffic Volume to Figure 12 Cumulative Plus Proposed Project Peak-Hour Traffic Volumes, on Page 26, traffic decreases over various intersections appear irregular between the Cumulative Condition analysis and Cumulative plus Project. Therefore, the Department recommends the report correct the irregularities under Cumulative plus Project Conditions in conjunction with generated traffic shown on Page 9, Figure 5, Proposed Project Trip Assignment. The Department requests a legible turning diagram for further review.

"Caltrans improves mobility across California"

Sent By: CALTRANS TRANSPORTATIO PLANNING; 510 286 5580;

Nov-29-11 3:56PM;

Page 3/3

Letter 5
Cont'd.

Mr. Erik Nolthenius/ City of Brentwood
November 29, 2011
Page 2

5-4

On pages 2-10 thru 2-12, Table 2-1, Summary of Impacts and Mitigation Measures, 4.3-1 thru 4.3-18, the report indicates that many of the mitigation measures for traffic impacts, which include additional left-turn, through, and right-turn lanes. The Department is also concerned with potential impacts to pedestrians and cyclists. On Table 2-1, Summary of Impacts and Mitigation Measures, items 4.3-1 through 4.3-18, the report identifies mitigation measures for traffic impacts, which include additional left-turn, through, and right-turn lanes. However, the Department is also concerned with potential impacts to pedestrians and cyclists. Road widening and lane modifications would require longer crosswalk distances and would increase exposure and potential conflicts with vehicles. Although one of the Plan's objectives is to enhance access to pedestrians, bicyclists, and transit riders, additional measures, including traffic-calming measures, should be used to mitigate the secondary impacts from road widening. These include median refuge areas, improved signage, minimized corner radii, among others.

5-5

Cultural Resources

There are no known prehistoric sites within the ROW of the project area. Should project-related ground disturbing activities take place as part of this project within the State ROW or new State ROW is proposed for acquisition, the Cultural Resources section, Section 4.7, pages 349-371, will need to be expanded to include state land. If ground disturbing activities occur within the right of way and if more ROW is proposed for acquisition, archaeological studies need to address the potential for encountering historic-era archaeological deposits. The Cultural Resources section of the DEIR does not address the potential involvement of federal agencies due to biological concerns/issues. The federal involvement (i.e., United States Army Corps of Engineers [USACE]) via permit and approval is accompanied by legal requirements under Section 106 of the National Historic Preservation Act. Federal involvement will also necessitate the composition of a revised approach to cultural resources (e.g., in depth geoarchaeological/geomorphological analysis that addresses areas of high sensitivity for buried archaeological deposits) in general as well as revamping the existing mitigation measures. Any subsequent archaeological or architectural history reports must be reviewed and approved by the Office of Cultural Resource Studies.

Please feel free to call or email Luis Melendez of my staff at (510) 286-5606 or Luis_Melendez@dot.ca.gov with any questions regarding this letter.

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development -- Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

LETTER 5: GARY ARNOLD, DISTRICT BRANCH CHIEF, DEPARTMENT OF TRANSPORTATION

Response to Comment 5-1

The traffic impact analysis for the proposed project was originally prepared in 2008 at which time a Cumulative year of 2030 was utilized (a 22-year project “life”). Traffic conditions over the past three to four years have been relatively static due to broader persistent economic conditions. Similarly, the projection of Cumulative (buildout) conditions is not anticipated to be effected by this change of base year (e.g., 2035 conditions may be virtually identical to previously projected 2030 conditions).

For clarification purposes, it should also be noted that a 20-year study period from the anticipated date of project approval, i.e., 2012, would be 2032, not 2035 as referenced by the commenter. This is only two years later than the horizon evaluated in the BBSP traffic analysis.

Response to Comment 5-2

As documented in the traffic analysis, year 2030 volumes were obtained from the CCTA Regional Travel Demand model which established the cumulative (no project), baseline conditions. The SR-4 Bypass is understood to be incorporated in this model and its effect is therefore understood to be reflected in the model data. Furthermore, cumulative conditions with the addition of the proposed project were developed by revising the CCTA Regional Travel Demand Model to include the land use designations in the proposed project. Similarly, this “plus project” scenario also includes the effect of the SR-4 Bypass as it is inherent to the baseline CCTA travel demand model. A comparison of project trips between the “cumulative” and “cumulative plus proposed project” scenarios demonstrates that the proposed project is anticipated to result in fewer trips than would have been anticipated with the buildout of the General Plan land uses.

Although not specifically studied as part of the project’s traffic analysis, as described above, the proposed project would be anticipated to reduce traffic volumes along the SR-4 Bypass from what had been previously assumed (from the CCTA model) and presumably analyzed when determining the configuration and operations of the new facility. In conclusion, the proposed project would be anticipated to result in improved operating conditions along the Bypass considering the fact that the project has been documented as resulting in fewer trips than the General Plan land uses for the project area.

Response to Comment 5-3

As documented, project trips for the Cumulative Plus Proposed Project conditions were distributed using future year (2030) output from the CCTA travel demand model. The model employs a methodology that matches trip generators and trip attractors over a wide region and includes the effects of the SR-4 Bypass. As a result of this methodology, a direct comparison between without and with project conditions would not be anticipated to result in a linear or necessarily predictable alteration of study area traffic conditions and resulting delay/LOS.

Instead, due to the nature of the CCTA travel demand model, the addition of the project is more likely captured in the global travel data for the broad study area.

In addition, as requested by the commenter, a higher-resolution version of Figure 5, Project Trip Assignment, is included below. Note: this figure is Figure 4.3-7 of Chapter 4.3, Transportation and Circulation, of the Recirculated Draft EIR.

Response to Comment 5-4

The BBSP Recirculated Draft EIR is a program-level EIR that evaluates implementation of the proposed Land Use Plan. Therefore, specific roadway and intersection improvements that are planned for the Specific Plan area have not yet been designed. When individual roadway and intersection improvements are designed at a later date, the City Public Works Department will consider the need for traffic-calming devices, including those referenced by the commenter.

Response to Comment 5-5

The comment is noted. Should project-related ground disturbing activities take place within State right-of-way, project-level cultural resources analyses will be conducted per State and federal requirements. The BBSP Recirculated Draft EIR is a program-level EIR that evaluates the project's potential impacts to cultural and historical resources at a programmatic level given the fact site-specific design-level details have not yet been developed. Any subsequent archaeological/historical reports performed will be submitted to the referenced office.

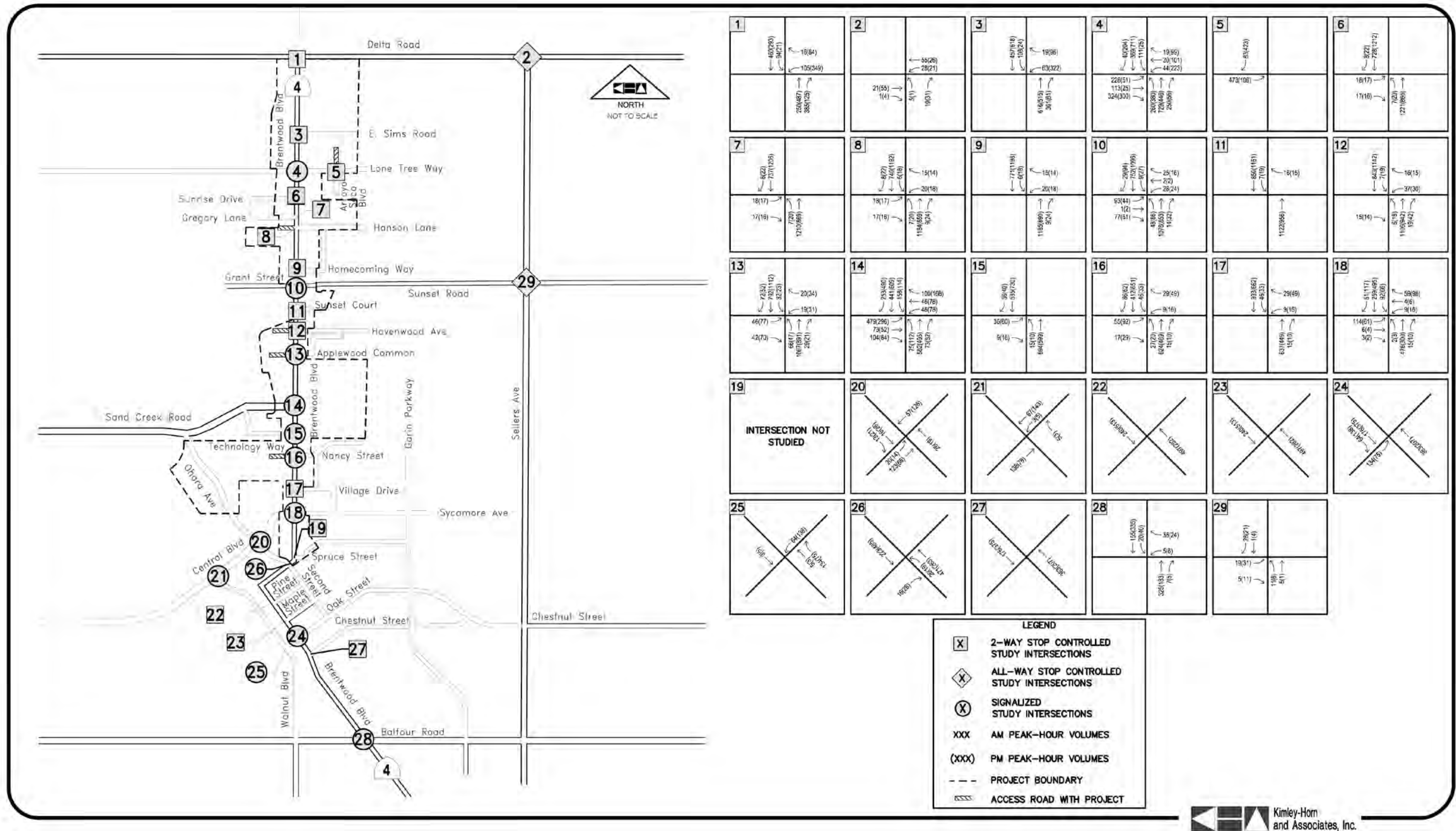


FIGURE 5
PROPOSED PROJECT TRIP ASSIGNMENT

BRENTWOOD BOULEVARD SPECIFIC PLAN
BRENTWOOD, CA



Letter 6

Julia R. Bueren,
ex officio Chief Engineer
R. Mitch Avalon,
Deputy Chief Engineer

December 1, 2011

Erik Nolthenius
Principal Planner
City of Brentwood
Community Development Department
150 City Park Way
Brentwood, CA 94513

Our Files: 97-30B, 97-30C, 97-52B, 97-52C, & 97-130

Dear Mr. Nolthenius:

We have reviewed the Recirculated Draft Environmental Impact Report (DEIR) for the Brentwood Boulevard Specific Plan (BBSP) Project. This project proposes to facilitate new development and redevelopment along an approximately two-mile portion of the Brentwood Boulevard corridor from Delta Road on the north end to Second Street on the south end, consisting of approximately 310 gross acres. We received the Notice of Availability for the DEIR on October 17, 2011, and have the following comments:

6-1

1. Section 4.10 (pages 16, 17, and 43) — Besides the Drainage Areas already listed in the text, this project is also located in Drainage Area 130 (DA 130). All developments within the BBSP Boundaries are subject to a drainage fee in accordance with the Contra Costa County Flood Control and Water Conservation District Ordinance Number 2007-06. By ordinance, all building permits and subdivision maps filed in this area are subject to the provisions of the drainage fee ordinance. This fee pays for drainage improvements along Marsh Creek and in both Deer Creek and Marsh Creek reservoirs that help mitigate the increased runoff generated by new development. The DEIR should include DA 130 in the list of drainage areas this development is located in.

6-2

2. Section 4.10 (pages 3 and 41) — The proposed alignment of the Storm Drain Main Lines as shown in Figures 4.10-1 and 4.10-2 and described on page 41 for the Northern Sub-Area in the DEIR do not reflect the Contra Costa County Flood Control & Water Conservation District's (FC District's) plan. The FC District's plan for Drainage Area 30B (DA 30B), which is attached, has storm runoff in the Northern Sub-Area draining into two drainage lines, Lines D and E, along northern and southern boundaries of the DEIR Northern Sub-Area. The DEIR has the entire Northern Sub-Area draining into one line, which is not part of the FC District's plan for DA 30B and has not been hydraulically sized.

6-3

3. Section 4.10 (pages 4) Figure 4.10-2 indicates that a storm drain main line is planned along O'Hara Avenue. This alignment does not match any of the Drainage Area 52B (DA 52B) Lines planned for this drainage area. Any planned storm drain facilities should be designed and constructed to adequately collect and convey stormwater without diversion of the watershed.

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www.cccpublicworks.org

Erik Nolthenius
December 1, 2011
Page 2 of 3

**Letter 6
Cont'd.**

6-4

4. Section 4.10 (Page 43) and Figure 3-2 (page 3-3) — The FC District's DA 30B hydrology calculations for the design of Lines D and E indicate that a majority of development in the Northern Sub-Area was expected to be residential. The DEIR indicates that the Specific Plan will designate this area for Mixed Use; COI (office and industrial). The DEIR should address any impacts to existing (portion of Line E) and planned (Line D) drainage facilities due to a higher volume of runoff associated with the increased development density. If Lines D and E are not adequate for the proposed development density, then the proposal would be considered "a potentially significant impact" and specific mitigation measures must be proposed.

6-5

5. Section 4.10 (pages 41-42) — Developers may be eligible for credit against the "regional" portion of the drainage fees for eligible costs associated with construction of the regional lines (Lines "D," "E," and "G" of DA 30B and Line "B" of DA 52B). The drainage fees can be credited for up to 80% of the eligible costs, provided such work is in compliance with the FC District's Drainage Area plans and construction plans are approved by the FC District. Drainage lines not in compliance with the FC District's Drainage Area plans will require that a storm drain study and annotated hydrology maps be submitted for review and approval of the FC District for reimbursement consideration. Once the FC District agrees with the alignment of the storm drain lines, the developer will need to first contact the FC District and enter into a reimbursement agreement in order to determine eligible costs. Reimbursement for work that exceeds development's drainage fee obligation would be based upon a signed reimbursement agreement prior to performance of the work between the developer and the FC District. Review of development plans and hydrology and hydraulic calculations for conformance with our drainage area plan falls under the FC District's Fee-For-Service program. Calculation of the eligible construction costs and fee credit also falls under the FC District's Fee-For-Service program.

6-6

6. Section 4.10 (Page 43) and Figure 3-2 (page 3-3) — The DEIR indicates that "the capacity and ultimate design of the drainage system for the area has been determined by CCCFCWCD based upon the amount of impervious surface area resulting from buildout of the area per existing Land Use Designations." Some of the Land Use designations shown in the BBSP differ from the Drainage Area 52C (DA 52C) Land Use Plan used in the last DA 52C Plan update. The southernmost parcel east of Brentwood Blvd within the BBSP colored red to indicate "General Commercial" land use (APN 016-170-009) is shown as Residential R-4 on the DA 52C Land Use Map. This parcel should drain to DA 52C Line E. The only parcel marked "High Density Residential" within the BBSP is also shown as Residential R-4 on the DA 52C Land Use Map. R-4 indicates a density of 8 units per acre, whereas "High Density Residential" per the EIR Land Use Map indicates a density of 11-20 units per acres. This parcel should drain to DA 52C Line C. The EIR should address any impacts to planned and existing portions of downstream DA 52C facilities due to a higher volume of runoff associated with the increased development density. If existing or planned drainage facilities are not adequate for the proposed development density, then the proposal would be considered "a potentially significant impact" and specific mitigation measures must be proposed.

**Letter 6
Cont'd.**

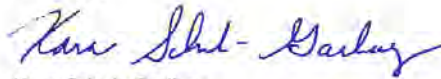
Erik Nolthenius
December 1, 2011
Page 3 of 3

6-7

7. Section 4.10 (page 43) — The text indicates that the total amount of impervious surface that could be generated within the BBSP boundaries under the 2001 General Plan is ~7.3 million sf and the amount that could be generated under the BBSP is ~8.3 million sf. This does not appear to be a net decrease in impervious surface as the text suggests. Rather this would indicate that the reverse is true and that more impervious surface will be generated because of the BBSP. This contradiction should be resolved. If the numbers are accurate, this may impact the "Less-than-Significant" finding.

We appreciate the opportunity to review the DEIR and welcome continued coordination. If you have any questions, please contact me via e-mail at kschu@pw.cccounty.us or by phone at (925) 313-2179; alternately, you may contact Teri Rie at trie@pw.cccounty.us or (925) 313-2363.

Sincerely,



Kara Schuh-Garibay
Civil Engineer
Contra Costa County Flood Control
& Water Conservation District

KSG:rw
G:\fiddl\CurDev\CITIES\Brentwood\Brentwood Boulevard Specific Plan\Recirculated DEIR Comments.doc
Enclosures: Drainage Area 308 Boundary and Plan Map
Drainage Area 308 Hydrology Map

c: M. Carlson, Flood Control
T. Jensen, Flood Control
T. Rie, Flood Control

LETTER 6: KARA SCHUH-GARIBAY, CIVIL ENGINEER, CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Response to Comment 6-1

In response to the comment, the following clarification is hereby made to page 4.10-16 of Chapter 4.10, Public Services and Utilities, of the Brentwood Boulevard Specific Plan Recirculated Draft EIR (RDEIR):

Storm Drainage

The proposed project area is within Contra Costa County Flood Control and Water Conservation District (CCCFCWCD) Drainage Area (DA) 30B, 30C, 52B, ~~and 52C,~~ and 130. DA 30B generally encompasses the proposed project's northern limits and straddles Brentwood Boulevard. DA 30C encompasses the western portion of the project's central area; the eastern boundary of DA 30C is Brentwood Boulevard. DA 52B encompasses the project's southern limits along the western side of Brentwood Boulevard and DA 52C encompasses the project's southern limits along the eastern side of Brentwood Boulevard.

Similarly, the first full paragraph on page 4.10-43 is clarified as follows:

As discussed above, the proposed project area is within the CCCFCWCD drainage areas (DA) 30B, 30C, 52B, ~~and 52C,~~ and 130. Applicants for each development project within the BBSP area would be required to pay drainage fees in effect at the time of issuance of building permits and construct necessary storm drain improvements, the final design of which will be determined by the Contra Costa County Flood Control and Water Conservation District (CCFCWCD) per the applicable CCCFCWCD Master Plan. The existing and proposed storm drain pipes associated with the project area ultimately route stormwater to the Marsh Creek channel. The capacity and ultimate design of the drainage system for the area has been determined by CCCFCWCD based upon the amount of impervious surface area resulting from buildout of the area per existing Land Use Designations. The total amount of impervious surface area within the BBSP boundaries that could be generated per 2001 General Plan land use designations, has been estimated by City of Brentwood Public Works Department at 7,317,675 square feet (s.f.) (See Table 4.10-15).

The Brentwood Boulevard Specific Plan (BBSP) project is a program-level project that does not include site-specific development proposals at this time. As noted by the commenter, future developers within the BBSP boundaries will be required to pay appropriate drainage fees.

The above changes are for clarification purposes and do not alter the previous environmental analysis.

Response to Comment 6-2

The storm drain main lines shown in Figures 4.10-1 and 4.10-2 of the BBSP RDEIR are schematic at this time. Actual locations and sizes of new storm drain main lines for the BBSP project will be determined by the City in direct coordination with the Contra Costa County Flood Control and Water Conservation District (CCCFCWCD) prior to approval of future improvement plans.

Response to Comment 6-3

Please see Response to Comment 6-2.

Response to Comment 6-4

Please see Response to Comment 6-2. In addition, it should be noted that planned land uses are approximate and any future development within the BBSP boundaries will be required to pay applicable drainage fees to fund needed infrastructure.

Response to Comment 6-5

Any future development plans and associated drainage system designs within the BBSP boundaries will be forwarded to CCCFCWCD for review and concurrence.

Response to Comment 6-6

Please see Response to Comment 6-4.

Response to Comment 6-7

As noted by the commenter, page 4.10-43 states that “The total amount of impervious surface area within the BBSP boundaries that could be generated per 2001 General Plan land use designations, has been estimated by City of Brentwood Public Works Department at 7,317,675 square feet (s.f.) (See Table 4.10-15).” However, upon review of Table 4.10-15, “Impervious Surface Area within BBSP Boundaries at Buildout per 2001 General Plan Land Use Compared to Proposed Project,” on page 4.10-44 of the Public Services and Utilities chapter of the Recirculated Draft EIR, it can be seen that 7,317,675 s.f. *only represents the impervious surface area estimate for “non-residential” uses*. The overall total amount of impervious surface area that could be generated per 2001 GP land use designations is the sum of “non-residential” uses (7,317,675 s.f.) and “residential” uses (1,152,170 s.f.), which equals 8,469,845 s.f. This amount is greater than the total amount of impervious surface area estimated for the project, which is 8,324,866 s.f. Therefore, while there is an inadvertent numerical error on page 4.10-43 of the Recirculated Draft EIR, the conclusion is accurate (See page 4.10-43, 3rd paragraph):

Therefore, the project is anticipated to result in a net decrease in the amount of impervious surface area. As a result, the capacity of the downstream storm drain system,

including Marsh Creek, will be able to accommodate the stormwater runoff generated by the proposed project.

For clarification purposes, the bottom of the second paragraph on page 4.10-43 of Chapter 4.10, Public Services and Utilities, of the Recirculated Draft EIR is hereby revised as follows:

As discussed above, the proposed project area is within the CCCFCWCD drainage areas (DA) 30B, 30C, 52B, ~~and 52C~~, and 130. Applicants for each development project within the BBSP area would be required to pay drainage fees in effect at the time of issuance of building permits and construct necessary storm drain improvements, the final design of which will be determined by the Contra Costa County Flood Control and Water Conservation District (CCFCWCD) per the applicable CCCFCWCD Master Plan. The existing and proposed storm drain pipes associated with the project area ultimately route stormwater to the Marsh Creek channel. The capacity and ultimate design of the drainage system for the area has been determined by CCCFCWCD based upon the amount of impervious surface area resulting from buildout of the area per existing Land Use Designations. The total amount of impervious surface area within the BBSP boundaries that could be generated per 2001 General Plan land use designations, has been estimated by City of Brentwood Public Works Department at ~~7,317,675~~ 8,469,845 square feet (s.f.) (See Table 4.10-15).

Letter 7



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

November 29, 2011

RECEIVED

NOV 30 2011

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.

Erik Nolthenius
City of Brentwood
118 Oak Street
Brentwood, CA 94513

Subject: Brentwood Boulevard Specific Plan
SCH#: 2007082136

Dear Erik Nolthenius:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 28, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

**Letter 7
Cont'd.**

SCH# 2007082136
Project Title Brentwood Boulevard Specific Plan
Lead Agency Brentwood, City of

Type EIR Draft EIR

Description The Brentwood Boulevard Specific Plan, which would encompass approximately 310 acres, would include up to 1,992 residential dwelling units of various densities and would provide approximately 3,500 retail, office, and industrial jobs. The proposed project area includes 103.59 acres of land designated for Commercial/Office/Industrial/Residential (COIR), 79.88 acres designated for Mixed-Use (Commercial, Office, and Industrial), 29 acres designated for General Commercial, and 5.85 acres of land designated for Open Space and Parks. In addition, the proposed project would include the construction of any infrastructure improvements that are necessary to accommodate the new development. The project applicant is requesting certification of the Recirculated Draft EIR, approval of a General Plan Amendment to redesignate the entire BBSP area as Brentwood Boulevard Specific Plan and approval of the BBSP, and approval of a rezone of certain parcels within the BBSP area to conform to the BBSP.

Lead Agency Contact

Name Erik Nolthenius
Agency City of Brentwood
Phone 925 516 5405
email
Address 118 Oak Street
City Brentwood
Fax
State CA **Zip** 94513

Project Location

County Contra Costa
City Brentwood
Region
Lat / Long
Cross Streets Brentwood Blvd. (SR 4) between Delta Road and Second Street and Spruce Streets
Parcel No. Multiple
Township 1N **Range** 5E **Section** **Base** MDB&M

Proximity to:

Highways Hwy 4
Airports
Railways UPRR
Waterways Marsh Creek
Schools Brentwood Elementary, Liberty High, Edna Middle, and Gehringer
Land Use Various General Plan designation changes and zone changes.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Supply; Wetland/Riparian; Growth Inducing; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 10/14/2011 **Start of Review** 10/14/2011 **End of Review** 11/28/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

LETTER 7: SCOTT MORGAN, DIRECTOR, STATE CLEARINGHOUSE

Response to Comment 7-1

The comment does not address the adequacy of the BBSP Recirculated Draft EIR. Rather, the comment acknowledges that the City of Brentwood has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Letter 8

Tim Broderick
7985 Brentwood Boulevard
Brentwood, CA 94513
(925) 634-3508

RECEIVED
NOV 28 2011
CITY OF BRENTWOOD
CITY DEVELOPMENT DEPT.



November 28, 2011

Community Development Department
Attn: Erik Nolthenius, Principal Planner
150 City Park Way
Brentwood, CA 94513

Re: Brentwood Boulevard Specific Plan
Public Draft 10/14/11
Assessors Parcel 018-190-018 (9.83 +/- acres)

Dear Erik,

We are pleased to see the city's continued progress and comprehensive approach to the above proposed Specific Plan. We look forward to working with the city in a productive and mutually beneficial atmosphere.

We would appreciate additional clarification with respect to residential development within the proposed COIR District. Page 22 states ("The **Primary Land Use** in this District should be High Density Residential with a density range from 11 to 20 dwelling units per acre") and, Page 24 (Development Standards Section A states "Within 150 feet of the Brentwood Boulevard right-of-way, **the predominant uses** shall be commercial, office and light industrial with residential uses limited to upper floors...").

Additionally, anticipated development should clearly benefit from a "future traffic signal" at the intersection of Brentwood Boulevard and Hanson Lane. Your consideration is appreciated.

With respect to Figure 15, Northern and Central Area Vicinity Map (as mentioned by footnote, proposed alignments are informational), however, we have absolutely **NO** intention of permitting "Future Storm Drain Main Lines" to arbitrarily traverse Parcel 018-190-018. Thank you for eliminating this illustration from the Proposed Specific Plan.

8-1

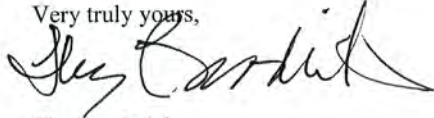
**Letter 8
Cont'd.**

**8-1
Cont'd.**

Finally, we hope permitted uses in Brentwood's prevailing General Plan's "Mixed Use Business Park" would be included in the Specific Plan as well.

We are available for continued discussion and reserve the right to submit further comments. Thank you again.

Very truly yours,



Tim Broderick
Partner

LETTER 8: TIM BRODERICK, PROPERTY OWNER REPRESENTATIVE

Response to Comment 8-1

This comment letter, in its entirety, addresses the BBSP policy document and does not pertain to the adequacy of the Recirculated Draft EIR. Comments related to the Specific Plan will be forwarded to the City decision-makers for use in the preparation of the final Specific Plan.

Letter 9

Tim Broderick
7985 Brentwood Boulevard
Brentwood, CA 94513
(925) 634-3508

RECEIVED
NOV 28 2011
CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.



November 28, 2011

Community Development Department
Attn: Erik Nolthenius, Principal Planner
150 City Park Way
Brentwood, CA 94513

Re: Brentwood Boulevard Specific Plan
Public Draft 10/14/11
Assessors Parcel 016-144-018 (7985 Brentwood Boulevard)

Dear Erik,

9-1

The above referenced property is owned by The Broderick Family Trust, *not* The City of Brentwood. (Page 65, Table 5, Southern Area Parcel Information). Thank you.

Very truly yours,



Tim Broderick
Broderick Family Trust

LETTER 9: TIM BRODERICK, PROPERTY OWNER REPRESENTATIVE

Response to Comment 9-1

The comment addresses the BBSP policy document and does not pertain to the adequacy of the Recirculated Draft EIR. Comments related to the Specific Plan will be forwarded to the City decision-makers for use in the preparation of the final Specific Plan.

11/28/2011 15:26 FAX 9256344991

FA MAGGIORE

Letter 10

RECEIVED

NOV 28 2011

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.

Parkway Center
8130-8150 Brentwood Boulevard
Brentwood, CA 94513
(925) 634-8053

November 28, 2011

VIA FACSIMILE

Community Development Department
Attn: Erik Nolthenius, Principal Planner
150 City Park Way
Brentwood, CA 94513

Re: Brentwood Boulevard Specific Plan
8130 and 8150 Brentwood Boulevard

Dear Mr. Nolthenius,

The owners of Parkway Center, located at 8130 & 8150 Brentwood Boulevard, are writing to voice their concerns with a portion of the Brentwood Boulevard Specific Plan specifically related to Paragraph C of Chapter 3 – Land Use Implementation.


10-1

Paragraph C (Discontinuance) states “any site that is vacant for a period of one year or longer, or a use that is discontinued or otherwise ceases operation and use of the site for a period of one year or longer, shall not be resumed, reestablished or continued, and all subsequent use of such site shall conform to the requirements of the BBSP.” Due to unprecedented economic conditions, the owners of Parkway Center would ask the City of Brentwood to change the vacancy/non use time period from a minimum of one year to a minimum of eighteen to twenty four months with two six month extensions. Also, we would appreciate clarification from the City that the intention of the paragraph is directed at the *entire site* and does not apply to a single tenant in a multi tenant environment.

Should you have any questions regarding our concerns, please contact the Cindi Brown at (925) 634-8053 or Tim Broderick at (925) 634-3508. Thank you for your time and assistance in this matter.

Sincerely,

Parkway Center


Cindi Brown
Partner

LETTER 10: CINDI BROWN, PROPERTY OWNER REPRESENTATIVE

Response to Comment 10-1

The comment addresses the BBSP Specific Plan policy document and does not pertain to the adequacy of the Recirculated Draft EIR. Comments related to the Specific Plan will be forwarded to the City decision-makers for use in the preparation of the final Specific Plan.

4. MITIGATION MONITORING AND REPORTING PROGRAM

4

MITIGATION MONITORING AND REPORTING PROGRAM

4.0 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Brentwood Boulevard Specific Plan (BBSP) project. The project as approved includes mitigation measures. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Recirculated Draft EIR for the project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.1 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the BBSP project prepared by the City of Brentwood. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the Recirculated Draft EIR prepared for the proposed project.

The BBSP Recirculated Draft EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of

construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Brentwood. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City of Brentwood will be responsible for ensuring compliance.

During construction of the project, the City will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the City Community Development Department and will be thoroughly familiar with permit conditions and the MMRP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMRP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Brentwood;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

4.2 MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.3 Transportation and Circulation					
4.3-1	Impacts to the intersection of Brentwood Boulevard and Lone Tree Way.	<p>4.3-1 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through lane modifications which include the addition of a left turn and through lane to the northbound approach, resulting in two dedicated left turn lanes, two through lanes, and a dedicated right turn lane. In addition, the eastbound and westbound approaches shall be modified by converting the existing through-right lanes to through lanes and adding a right turn lane, resulting in a left turn lane, a through lane, and a right turn lane. Additionally, the eastbound right turn lane shall be</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>constructed with free movement. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i>			
4.3-2	Impacts to the intersection of Arroyo Seco Road and Lone Tree Way.	<p>4.3-2 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through four-way stop control at the intersection. Incorporation of this modification results in the intersection operating at LOS B and A during the AM and PM peak hours, respectively.</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	
4.3-3	Impacts to the intersection of Brentwood Boulevard and Sunrise Drive.	<p>4.3-3 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-</i></p>	Community Development Department	Prior to the issuance of building permits	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated through the addition of a signalized traffic control and lane modifications. The lane modifications include the addition of a northbound through lane, resulting in a left turn lane and two through lanes. At the southbound approach, the existing through-right lane shall be converted to a through lane, and a through lane and a right turn lane shall be added, resulting in two through lanes and a right turn lane. In addition, the eastbound approach shall be modified to include two left turn lanes and a right turn lane. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass,</i></p>	Public Works Department, Engineering Division		

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i>			
4.3-4	Impacts to the intersection of Brentwood Boulevard and Gregory Lane.	<p>4.3-4 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Gregory Lane to right-in and right-out only. The lane modifications shall include removal of the left turn lane and addition of a through lane at the northbound approach to the intersection, resulting in two through lanes. At the southbound</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>approach, a through lane and a right turn lane shall be added, resulting in two through lanes and a right turn lane. At the eastbound approach, left turns shall be restricted, resulting in a right turn only lane. Incorporation of these modifications results in the intersection operating at LOS C and F (62 second delay) during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>			
4.3-5	Impacts to the intersection of Brentwood Boulevard and Homecoming Way.	4.3-5 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various</i>	Community Development Department Public Works Department, Engineering Division	Prior to the issuance of building permits	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Homecoming Way to right-in and right-out only. The lane modifications shall include the addition of a through lane at the northbound approach, resulting in a through lane and a through-right lane. At the southbound approach, the left turn lane shall be removed and a through lane shall be added, resulting in two through lanes. At the westbound approach, left turns shall be restricted, resulting in a right turn only lane. Incorporation of these modifications results in the intersection operating at LOS E during both the AM and PM peak hours.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use</i></p>			

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i>			
4.3-6	Impacts to the intersection of Brentwood Boulevard at Grant Street and Sunset Road.	<p>4.3-6 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through lane modifications. The lane modifications shall include the addition of a through lane at the northbound approach, resulting in one left turn lane, two through lanes, and a right turn lane. At the southbound approach, the existing through-right lane shall be converted to a through lane, and a left turn lane, a through lane, and a right turn lane shall be added, resulting in two left turn lanes, two through lanes,</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>and a right turn lane. In addition, a left turn lane and a right turn lane shall be added at the eastbound approach, resulting in a left turn lane, a through lane, and a right turn lane. At the westbound approach, the existing through-left lane shall be converted to a through lane. In addition, two left turn lanes shall be added at the westbound approach, resulting in two left turn lanes, a through lane, and a right turn lane. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i>			
4.3-7	Impacts to the intersection of Brentwood Boulevard and Sunset Court.	<p>4.3-7 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

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		<p><i>partially mitigated by restricting access to Sunset Court to right-in and right-out only. The reconfiguration of the intersection includes addition of a through lane to the northbound approach, resulting in a through lane and a through right lane. At the southbound approach, the left turn lane shall be removed and a through lane added, resulting in two through lanes. Incorporation of these modifications results in the intersection operating at operating at LOS D and E during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>			
4.3-8	Impacts to the intersection of Brentwood Boulevard and Havenwood	4.3-8	Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of	Community Development Department	Prior to the issuance of building permits

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	Avenue.	<p><i>building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be partially mitigated by restricting access to Havenwood Avenue to right-in and right-out only. The reconfiguration of the intersection includes removal of the existing left turn lane and addition of a through lane at the northbound approach, resulting in two through lanes and a right turn lane. At the southbound approach, the existing left turn lane shall be removed and a through lane shall be added, resulting in a through lane and a through-right lane. At both the eastbound and westbound approaches, left turns shall be restricted, to result in right turn only lanes. Incorporation of these lane modifications results in the intersection operating at LOS E during both the AM and PM peak hours.</i></p>	Public Works Department, Engineering Division		

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4.3-9	Impacts to the intersection of Brentwood Boulevard and Applewood Common.	<p>4.3-9 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through lane modifications which include adding a through lane to the northbound approach, resulting in one left turn lane, two through lanes, and one right turn lane. At the southbound approach, the existing through-right lane shall be converted to a through lane, and a through lane and a right turn lane shall be added, resulting in one left turn lane, two through lanes, and one right turn lane. At the eastbound approach, the existing through-right lane shall be converted to a through lane, and a right turn lane shall be added, resulting in a left turn lane, a through lane, and a right</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

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		<p><i>turn lane. At the westbound approach, the existing through-right lane shall be converted to a through lane, and a left turn lane and a right turn lane shall be added, resulting in two left turn lanes, one through lane, and a right turn lane. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i></p> <p><i>The above impact does not consider the effects of the opening of the SR 4 Bypass, the proposed project's replacement of existing land uses within the project area, or the reduction in vehicle trips associated with the new BBSP Land Use Plan. The combination of these factors is expected to reduce the volumes by more than 22 percent, which would result in a less-than-significant impact.</i></p>			
4.3-10	Impacts to the intersection of Brentwood Boulevard and Sand Creek Road.	<p><i>4.3-10 Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

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		<p><i>developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated through the addition of a right turn lane to the northbound approach. This will result in a left turn lane, two through lanes, and a right turn lane at the northbound approach. A left turn lane, two through lanes, and a right turn lane are assumed at the westbound approach. Incorporation of these modifications results in the intersection operating at LOS C and D during the AM and PM peak hours, respectively.</i></p>			
4.3-11	Impacts to the intersection of Brentwood Boulevard and Village Drive.	<p><i>4.3-11 Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact would be mitigated by restricting access to Village Drive to right-in and right-out only. The reconfiguration of the intersection includes the addition of a through lane at the northbound approach, resulting in a through lane and a through-right lane. At the southbound approach, the left turn lane shall be removed, resulting in a single through lane. In addition, the westbound approach shall be restricted to right turns only. Incorporation of these modifications results in the intersection operating at LOS C during both the AM and PM peak hours.</i>			
4.3-13	Impacts to the intersection of Brentwood Boulevard and Pine Street.	4.3-13 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i>	Community Development Department Public Works Department, Engineering Division	Prior to the issuance of building permits	

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		<p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated by restricting access to Pine Street to right-in and right-out only. The reconfiguration of the intersection includes restriction of left turns at southbound and westbound approaches. This results in two through lanes for the southbound approach, and a right turn lane for the westbound approach. Incorporation of these lane modifications results in the intersection operating at LOS B during both the AM and PM peak hours.</i></p>			
4.3-14	Impacts to the intersection of Brentwood Boulevard and Chestnut Street.	<p>4.3-14 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

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		<i>mitigated by restricting access to Chestnut Street to right-in and right-out only. The reconfiguration of the intersection includes restriction of left turns at the southbound and westbound approaches, resulting in a through-right lane at the northbound approach, one through lane at the southbound approach, and a right turn only lane at the westbound approach. Incorporation of these modifications results in the intersection operating at LOS C during both the AM and PM peak hours.</i>			
4.3-15	Impacts to the intersection of Brentwood Boulevard and Balfour Road.	<p>4.3-15 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated through lane modifications, which shall include the addition of a</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	

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		<i>northbound left turn lane. This would result in the northbound approach providing two left turn lanes, two through lanes, and one right turn lane. Incorporation of these modifications results in the intersection operating at LOS C during the PM peak hour.</i>			
4.3-16	Impacts to O'Hara Avenue at the proposed southerly project roadway.	<p>4.3-16 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the supplemental traffic analysis prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated through installation of a traffic signal to the satisfaction of the City Engineer.</i></p>	<p>Community Development Department</p> <p>Public Works Department, Engineering Division</p>	Prior to the issuance of building permits	
4.3-17	Impacts to Lone Tree Way west of Brentwood Boulevard.	<p>4.3-17 <i>Future project developers within the BBSP boundaries shall be required to pay the applicable Transportation Development Fee prior to the issuance of building permits. Additionally, project-</i></p>	Community Development Department	Prior to the issuance of building permits	

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		<p><i>specific impacts will be determined and required project improvements will be constructed and/or funded by the various developers to adequately mitigate project impacts.</i></p> <p><i>As identified in the traffic study prepared for the proposed project by Kimley-Horn and Associates, Inc., this impact shall be mitigated through converting Lone Tree Way, west of Brentwood Boulevard, to a four-lane roadway. Incorporation of these modifications results in the roadway segment to operate between LOS A and LOS B during the AM and PM peak hours.</i></p>	Public Works Department, Engineering Division		
4.3-21	Impacts to traffic flow from construction traffic associated with buildout of the BBSP.	4.3-21 <i>Prior to any issuance of grading permits for projects within the BBSP area, the project developer shall prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The plan should include all plans for temporary traffic control, temporary signage and striping, location points for ingress and egress of construction vehicles, staging areas, and timing of construction activity which appropriately limits hours during which large construction equipment may be</i>	City Engineer	Prior to any issuance of grading permits for projects within the BBSP area	

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		<i>brought on or off the site. The plan shall also include a traffic management contact name and phone number to address any issues or concerns during the construction phase of a project.</i>			
4.4 Noise					
4.4-2	Impacts related to exterior noise from traffic at future noise-sensitive land uses developed within the project area.	4.4-2 <i>Upon future submittal of residential projects, including tentative map(s) or site plan(s) for design review within the BBSP boundaries, the tentative map(s) or site plan(s) shall show that all outdoor activity areas of future noise sensitive uses are located outside of the predicted baseline + project and/or cumulative + project 60 dB Ldn exterior noise level contours. This shall be achieved through the site design measures described above (i.e., setbacks, barriers, site design, building façades, and vegetation) and as shown in Table 4.4-16. Where the City determines that the use of standard site design measures cannot be used to achieve compliance with the City's 60 dB Ldn exterior noise level standard, a site-specific noise analysis shall be prepared to identify additional measures necessary to meet the exterior noise standards.</i>	Community Development Department	Upon future submittal of residential projects, including tentative map(s) or site plan(s) for design review within the BBSP boundaries	

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4.4-3	Impacts related to excessive interior noise levels at future noise-sensitive land uses developed within the project area.	4.4-3(a) <i>Prior to the issuance of building permits for residential uses constructed at the minimum setback along Brentwood Boulevard, the project design shall include glass windows and doors with the sound transmission class (STC) ratings as outlined in Table 4.4-17 under the baseline + project scenario. Final design shall be reviewed and approved by the Community Development Department.</i>	Community Development Department	Prior to the issuance of building permits for residential uses constructed at the minimum setback along Brentwood Boulevard	
		4.4-3(b) <i>Prior to the issuance of building permits for residential development along the segments of Brentwood Boulevard that are identified in Table 4.4-17 as having unacceptable interior noise levels, mechanical ventilation systems shall be included in the project design for review and approval by the Community Development Department. The use of mechanical ventilation systems would allow occupants to keep windows and doors closed to achieve acoustical isolation from traffic noise.</i>	Community Development Department	Prior to the issuance of building permits for residential development along the segments of Brentwood Boulevard that are identified in Table 4.4-17 as having unacceptable interior noise levels	
		4.4-3(c) <i>Prior to the issuance of building permits for residential uses constructed at the</i>	Community Development	Prior to the issuance of	

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		<i>minimum setback along Brentwood Boulevard, 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 shall be lined with an acoustically absorbent material equivalent to one-inch, three pounds per cubic foot (PCF) duct liner. Final design shall be reviewed and approved by the Community Development Department.</i>	Department	building permits for residential uses constructed at the minimum setback along Brentwood Boulevard	
4.4-5	Impacts of commercial and industrial noise sources on existing and future noise-sensitive uses in the project area.	<i>4.4-5(a) During review of non-residential projects within the BBSP area, the Community Development Department shall make a determination as to whether or not the proposed 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 and BBSP Policy 1 to ensure that all appropriate noise control measures are</i>	Community Development Department	During review of non-residential projects within the BBSP area	

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		<p><i>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.</i></p> <p>4.4-5(b) <i>Where non-residential uses adjoin residential property lines, and loading docks or large truck circulation routes face the residential areas, the following measures shall be included in the project design:</i></p> <ul style="list-style-type: none"> • <i>Loading docks should maintain a minimum distance of 100 feet from residential property lines;</i> • <i>Property line barriers should be a minimum of 8-feet in height, in order to break line of sight to semi-tractor trailers and shield adjacent residential uses;</i> • <i>Circulation routes for large trucks should be located a minimum of 50-feet from the residential property lines;</i> • <i>Loading dock activities and shipping/receiving hours shall be limited to daytime hours (7am to</i> 	Community Development Department	During review of non-residential projects within the BBSP area	

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		<p style="text-align: center;"><i>10pm);</i></p> <ul style="list-style-type: none"> • <i>All large heating, cooling and ventilation equipment should be located within mechanical rooms or shielded on the ground, where possible;</i> • <i>All roof-top exterior heating, cooling and ventilation equipment shall be shielded from view with solid noise barriers, or parapets; and</i> • <i>Emergency generators shall comply with the local noise criteria.</i> <p>4.4-5(c) <i>Where non-residential land uses are separated from residential areas by local streets, all loading activities shall be constrained to the opposite sides of the buildings from residential uses.</i></p>	Community Development Department	During review of non-residential projects within the BBSP area	
4.4-6	Impacts of neighborhood parks on future noise-sensitive uses within the project area.	4.4-6 <i>During Design Review of specific development proposals including parks, the City shall ensure that active recreation areas such as neighborhood parks are located as far as possible from residential property lines. Where practical, parks should not be located adjacent to residential property lines, and should be separated from residential uses</i>	Community Development Department	During Design Review of specific development proposals including parks	

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		<i>by local streets. In addition, neighborhood park operating hours shall be limited to the daytime hours.</i>			
4.4-7	Impacts related to construction noise.	<p>4.4-7(a) <i>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 9:00 AM to 7:00 PM, Monday through Friday and 8:00 AM to 7:00 PM on Saturdays. Construction is prohibited on Sundays and City holidays unless prior authorization from the Community Development Department is obtained.</i></p> <p>4.4-7(b) <i>The applicant/developer shall include the following mitigation measures on the Improvement Plans to be approved by the City Engineer prior to the approval of the Improvement Plans or initiation of any grading or construction activity:</i></p> <ul style="list-style-type: none"> • <i>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</i> 	<p>Community Development Department</p> <p>City Engineer</p>	<p>During construction</p> <p>Prior to the approval of the Improvement Plans or initiation of any grading or construction activity</p>	

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		<p><i>strictly prohibited;</i></p> <ul style="list-style-type: none"> • <i>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;</i> • <i>Utilize “quiet” air compressors and other stationary noise sources where technology exists;</i> • <i>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</i> • <i>Notify residents within adjacent subdivisions or residential areas</i> 			

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		<i>that the development of the site would generate noise levels during construction that may be considered excessive or annoying.</i>			
4.4-8	Cumulative noise impacts for interior and exterior noise levels within the BBSP area.	4.4-8 <i>Implement Mitigation Measures 4.4-2 and 4.4-3(a) through 4.4-3(c).</i>	See Mitigation Measures 4.4-2 and 4.4-3(a) through 4.4-3(c)	See Mitigation Measures 4.4-2 and 4.4-3(a) through 4.4-3(c)	
4.5 Air Quality					
4.5-1	Short-term construction-related air quality impacts.	4.5-1 <i>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 by the City Engineer:</i> <ul style="list-style-type: none"> • <i>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;</i> • <i>All haul trucks transporting soil, sand, or other loose material off-site shall be covered;</i> 	City Engineer	Prior to issuance of any grading permits	

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		<ul style="list-style-type: none"> • <i>All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;</i> • <i>All vehicle speeds on unpaved roads shall be limited to 15 mph;</i> • <i>All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;</i> • <i>Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;</i> • <i>All construction equipment shall be maintained and properly tuned</i> 			

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		<p style="text-align: center;"><i>in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;</i></p> <ul style="list-style-type: none"> • <i>Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations;</i> • <i>All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe;</i> • <i>All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;</i> • <i>Wind breaks (e.g., trees, fences) shall be installed on the</i> 			

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		<p style="text-align: center;"><i>windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity;</i></p> <ul style="list-style-type: none"> • <i>Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;</i> • <i>The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time;</i> • <i>All trucks and equipment, including their tires, shall be washed off prior to leaving the site;</i> • <i>Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel;</i> 			

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		<ul style="list-style-type: none"> • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent; • Minimizing the idling time of diesel powered construction equipment to two minutes; • The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available; 			

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		<ul style="list-style-type: none"> • <i>Use low VOC (i.e., ROG) coatings beyond the local requirements;</i> • <i>Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM;</i> • <i>Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.</i> • <i>Requiring electrification of motors, pumps, and other power tools whenever feasible;</i> • <i>Prohibiting diesel generators where access to the electrical grid is available;</i> • <i>Requiring the use of biodiesel or other alternative fuels in diesel generators, construction equipment, and/or off-road vehicles;</i> • <i>Establishing minimum construction waste reduction and recycling standards; and</i> 			

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		<ul style="list-style-type: none"> • <i>Requiring the use of diesel particulate filters on equipment where Tier 3 engines are not available.</i> <p><i>The above measures include all feasible measures for construction emissions identified by the BAAQMD.</i></p>			
4.5-3	Long-term operational air quality impacts.	<p>4.5-3(a) <i>Upon future submittal of tentative map(s) or site plan(s) for development review within the BBSP boundaries, the tentative map(s) or site plan(s) shall show bicycle lanes and/or paths connected to the community-wide network as determined by the Community Development Department. (It should be noted that the BBSP includes a network of bicycle paths.)</i></p> <p>4.5-3(b) <i>Upon future submittal of tentative map(s) or site plan(s) for development review within the BBSP boundaries, the tentative map(s) or site plan(s) shall show sidewalks and/or pedestrian paths connected to adjacent land uses, transit stops, and/or community-wide network as determined by the Community Development Department.</i></p>	<p>Community Development Department</p> <p>Community Development Department</p>	<p>Upon future submittal of tentative map(s) or site plan(s) for development review within the BBSP boundaries</p> <p>Upon future submittal of tentative map(s) or site plan(s) for development review within the BBSP boundaries</p>	

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		<p>4.5-3(c) <i>The BAAQMD has identified mitigation measures for reducing emissions from commercial uses. Prior to approval of any site plans for commercial development (including mixed-use sites) within the BBSP area, the site plans shall incorporate measures to reduce vehicle trips and shall be submitted for review and approval by the Community Development Department and the City Engineer. The measures to reduce vehicle trips could include, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Provide literature regarding the implementation of carpool/vanpool programs, such as carpool ridematching for employees, assistance with vanpool formation, and provision of vanpool vehicles;</i> • <i>Design and locate buildings to facilitate transit access, such as locating local building entrances near transit stops and eliminating building setbacks;</i> • <i>Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry</i> 	<p>Community Development Department City Engineer</p>	<p>Prior to approval of any site plans for commercial development (including mixed-use sites) within the BBSP area</p>	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>cleaners, or convenience markets;</i></p> <ul style="list-style-type: none"> • <i>Provide preferential parking for carpool and vanpool vehicles;</i> • <i>Implement parking fees for single occupancy vehicle commuters;</i> • <i>Provide secure, weather-protected bicycle parking for employees;</i> • <i>Provide safe, direct access for bicyclists to adjacent bicycle routes;</i> • <i>Provide showers and lockers to employees bicycling or walking to work;</i> • <i>Provide secure short-term bicycle parking for retail customers and other non-commute trips; and</i> • <i>Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.</i> 			
		<p>4.5-3(d) <i>The BAAQMD has identified mitigation measures for reducing emissions from residential uses. Prior to approval of any site plans for residential development within the BBSP area, the site plans shall</i></p>	<p>Community Development Department City Engineer</p>	<p>Prior to approval of any site plans for residential development within the BBSP</p>	

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		<p><i>be submitted for review and approval by the Community Development Department and the City Engineer, demonstrating incorporation of measures reducing operational emissions, which could include, but would not necessarily be limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Allow only natural gas fireplaces or stoves in single-family houses. Wood, pellet, or traditional open hearth fireplaces shall not be permitted;</i> • <i>Residences shall include outside electrical outlets to allow electric lawn and garden equipment for landscaping; and</i> • <i>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.</i> 		area	

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Impact Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
4.5-6	Cumulative impacts to regional air quality.	4.5-6	<i>Implement Mitigation Measures 4.5-3(a-d).</i>	See Mitigation Measures 4.5-3(a-d)	See Mitigation Measures 4.5-3(a-d)	
4.6 Biological Resources						
4.6-1	Impacts to jurisdictional Waters of the United States and waters of the State.	4.6-1(a)	<i>Prior to the issuance of grading or construction permits for projects determined to have impacts to jurisdictional waters of the United States, the project applicant shall pay the Wetland mitigation fee determined for the affected development project. The Wetland mitigation fee amount applicable to the affected development project shall be the Wetland mitigation fee amount in effect at the time of grading or construction permit issuance. Notwithstanding the foregoing, a project applicant may request to pay the Wetland mitigation fee in a calendar year prior to the calendar year in which the grading permit or first construction permit is issued. Such a request may be granted by the Community Development Director only in accordance with Section 13.2.2.1 of the Implementing Agreement for the East Contra Costa County Habitat Conservation Plan (HCP)/Natural</i>	Community Development Director	Prior to the issuance of grading or construction permits for projects determined to have impacts to jurisdictional waters of the United States	

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		<p><i>Community Conservation Plan (NCCP) and Chapter 9.3.1 of the East Contra Costa County HCP/NCCP. If such a request is granted the applicable Wetland mitigation fee shall be the Wetland mitigation fee in effect during the calendar year in which the fee is to be paid, including any adjustments to the Implementing Ordinance.</i></p> <p>4.6-1(b) <i>Prior to the issuance of grading or construction permits for any improvements to Marsh Creek Bridge, installation of new stormwater outfalls within Marsh Creek, or any other project improvements requiring work within Marsh Creek, a wetland delineation, based on the current regulations of the United States Army Corps of Engineers (USACE), shall be submitted to the USACE for verification to determine the extent of jurisdictional Waters of the United States to be affected by the project under review.</i></p> <p><i>If the determination is made that, jurisdictional waters occur in the project vicinity and could be impacted by the project, prior to the issuance of grading</i></p>	<p>United States Army Corps of Engineers</p> <p>Regional Water Quality Control Board</p>	<p>Prior to the issuance of grading or construction permits for any improvements to Marsh Creek Bridge, installation of new stormwater outfalls within Marsh Creek, or any other project improvements requiring work within Marsh Creek</p>	

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		<p><i>permits, a Section 404 permit for fill of jurisdictional wetlands shall be acquired, and mitigation for impacts to jurisdictional waters that cannot be avoided shall conform with the USACE “no-net-loss” policy and the USACE Regulatory Guidance Letter No. 02-2 establishing policies and guidance on appropriate mitigation for impacts to jurisdictional waters. Mitigation for impacts to both federal and State jurisdictional waters shall be addressed using these guidelines.</i></p> <p><i>If a 404 permit is obtained, the applicant must also obtain a water quality certification from the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act (CWA).</i></p>			
		<p><i>4.6-1 (c) Prior to the issuance of grading or construction permits for any improvements to Marsh Creek Bridge, installation of new stormwater outfalls within Marsh Creek, or any other project improvements requiring work within Marsh Creek, a Streambed Alteration Agreement shall be entered into by the</i></p>	<p>California Department of Fish and Game</p>	<p>Prior to the issuance of grading or construction permits for any improvements to Marsh Creek Bridge,</p>	

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		<p><i>applicant(s), for review and approval by the California Department of Fish and Game (CDFG).</i></p> <p>4.6-1(d) <i>To the extent feasible, implementation of the project shall be designed and constructed to avoid and minimize adverse effects to waters of the United States or jurisdictional waters of the State of California within the project area.</i></p>	Community Development Department	<p>installation of new stormwater outfalls within Marsh Creek, or any other project improvements requiring work within Marsh Creek</p> <p>During design and construction of the project</p>	
4.6-2	Impacts to special-status plants.	4.6-2 <i>Prior to the issuance of grading or construction permits for any development application within the BBSP area subject to the HCP/NCCP, the applicant(s) shall submit a HCP/NCCP Permit Coverage Application to the City of Brentwood for review and approval. This package shall include detailed information on cover types within the project area, and describe the applicable pre-construction surveys, and if needed, construction monitoring that will be undertaken in</i>	Community Development Department	Prior to the issuance of grading or construction permits for any development application within the BBSP area subject to the HCP/NCCP	

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		<i>accordance with requirements identified in the HCP/NCCP. The projects shall pay the applicable per-acre fees, unless the Community Development Department determines that a project is exempt under Section 16.168.030(A) of the Brentwood Municipal Code. In addition, the project applicant shall implement species-specific mitigation measures pursuant to the methodology presented in the HCP/NCCP. Once the package is deemed complete and per-acre fees are paid, the City will verify that the HCP/NCCP permit terms and conditions have been met and issue take authorization under the HCP/NCCP.</i>			
4.6-3	Impacts to burrowing owls.	4.6-3(a) <i>Prior to issuance of grading permits for any of the vacant parcels located within the BBSP area, the applicant(s) shall ensure that pre-construction surveys of all potential burrowing owl habitat be conducted by a qualified biologist between February 1 and August 31 within the project area and within 250 feet of the project boundary. Presence or signs of burrowing owls and all potentially occupied burrows shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium</i>	Community Development Department	Prior to issuance of grading permits for any of the vacant parcels located within the BBSP area	

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		<p><i>guidelines. If burrowing owls are not detected by sign or direct observation, construction may proceed.</i></p> <p><i>And</i></p> <p><i>Prior to issuance of grading permits, focused over-wintering surveys of all potential burrowing owl habitat shall be conducted by a qualified biologist within the subject property. Presence or sign of burrowing owl shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines.</i></p>			
		<p>4.6-3(b) <i>Implement Mitigation Measure 4.6-2, which requires compliance with the HCP/NCCP.</i></p>	See Mitigation Measure 4.6-2	See Mitigation Measure 4.6-2	
4.6-4	Impacts to Swainson's hawks.	<p>4.6-4(a) <i>In order to ensure that nesting Swainson's hawks shall not be affected by construction within the project area or off-site improvement locations, prior to issuance of grading permits for any of the parcels located within the BBSP area, the applicant(s) shall ensure that pre-construction surveys be conducted between March 1 and August 15 by a qualified biologist within the project area</i></p>	Community Development Department	Prior to issuance of grading permits for any of the parcels located within the BBSP area	

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		<p style="text-align: center;"><i>and within 0.5 miles of the project boundary.</i></p> <p>4.6-4(b) <i>Implement Mitigation Measure 4.6-2, which requires compliance with the HCP/NCCP.</i></p>	See Mitigation Measure 4.6-2	See Mitigation Measure 4.6-2	
4.6-5	Impacts to valley elderberry longhorn beetles.	<p>4.6-5 <i>Prior to the initiation of any construction activities that could impact elderberry shrubs, applicant(s) for any development application(s) within the BBSP area shall avoid disturbance of any elderberry shrubs located along the future utility corridor by restricting ground disturbance activities within 20 feet of the drip line of the shrubs. Should avoidance of one or more of the shrubs be infeasible, the applicant(s) shall consult with the USFWS to determine if authorization is needed to remove the elderberry shrubs.</i></p>	United States Fish and Wildlife Service	Prior to the initiation of any construction activities that could impact elderberry shrubs	
4.6-6	Impacts to raptors and migratory birds.	<p>4.6-6(a) <i>For any development applications for projects located within the BBSP area, the removal of any potential nesting structures, trees, emergent aquatic vegetation, or shrubs shall occur between September 1 and January 31, outside of the general avian nesting season. If removal of any potential nesting structures, trees, emergent aquatic</i></p>	Community Development Department	If removal of any potential nesting structures, trees, emergent aquatic vegetation, or shrubs within the BBSP area, or construction begins, between	

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		<p><i>vegetation, 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(s) shall have a nesting bird survey performed, for review and approval by the Community Development Department, by a qualified biologist within 14 days prior to the removal or disturbance of a potential nesting structure, trees, emergent aquatic vegetation, 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, structures, grasslands, pastures, emergent aquatic vegetation, etc.) in and immediately adjacent to the impact areas for nests.</i></p>		<p>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(s) shall have a nesting bird survey performed</p>	
		<p>4.6-6(b) <i>All vegetation and structures with active nests shall be flagged and an appropriate non-disturbance buffer zone shall be</i></p>	<p>California Department of Fish and Game</p>	<p>During construction, on parcels with</p>	

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		<p><i>established around the nesting tree. 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 in the area. Typically, if active nests are found, construction activities shall not take place within 500 feet of the raptor nests and within 100 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 project biologist and CDFG shall be consulted for clearance before construction activities resume in the vicinity.</i></p> <p>4.6-6(c) <i>Implement Mitigation Measure 4.6-2, which requires compliance with the HCP/NCCP.</i></p>		<p>active nests</p> <p>See Mitigation Measure 4.6-2</p>	
4.6-9	Impacts to native and Heritage trees.	<p>4.6-9 <i>Prior to deeming a development application complete, the project site plan shall identify all non-orchard trees within the subject property. If the subject property contains non-orchard trees greater than six inches in diameter at breast height (dbh), an arborist survey</i></p>	<p>Community Development Department</p> <p>See Mitigation Measures 4.6-6(a-c)</p>	<p>Prior to a development application being deemed complete, the project site plan shall identify all</p>	

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		<p><i>shall be conducted. All trees identified by the survey to be in at least “good” condition shall be protected from damage, to the satisfaction of the Community Development Department, and shall be 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, as determined by a certified arborist, that cannot be preserved in place shall be relocated or replaced, to the satisfaction of the Community Development Department. Mitigation Measures 4.6-6(a-c) must be completed prior to removal of trees. Said survey shall be submitted to the Community Development Department for review and approval, prior to approval of a development application affecting existing non-orchard trees on a project site.</i></p>		<p>non-orchard trees within the subject property</p> <p>Mitigation Measures 4.6-6(a-c) must be completed prior to removal of trees.</p>	
4.6-10	Cumulative loss of biological resources in the City of Brentwood and the effects of ongoing urbanization in the region.	4.6-10	Implement Mitigation Measures 4.6-1 through 4.6-9.	See Mitigation Measures 4.6-1 through 4.6-9	See Mitigation Measures 4.6-1 through 4.6-9

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4.7 Cultural Resources					
4.7-1	Disturbance or destruction of previously unknown archaeological resources within the project area.	<p><i>4.7-1(a) Prior to any ground disturbance activities for any development applications within the BBSP area, certain parcels within the proposed BBSP area shall be visually inspected in their entirety by a qualified archaeologist. These parcels include APNs 016-130-006, -007, 016-110-012, -030, 018-170-003, 018-190-018, 016-120-020, 018-270-004, and 018-280-018 (See Figure 4.7-4). If cultural resources are not discovered during surveys of the above-listed parcels, further visual inspections will not be necessary for the remainder of the parcels located within the BBSP area, as the determination will be made that the BBSP area has a low archaeological sensitivity.</i></p> <p><i>If, however, cultural resources are discovered within any of the above-listed parcels, additional parcels, based on their proximity to any newly recorded archaeological deposits, may be considered archaeologically-sensitive and will require visual inspection prior to development, at the discretion of the Community Development Department.</i></p>	Community Development Department	Prior to any ground disturbance activities for any development applications within the BBSP area	

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		<p>4.7-1(b) <i>During ground disturbance activities for any development applications submitted for APNs 016-130-006, -007, 016-110-012, -030, 018-170-003, 018-190-018, 016-120-020, 018-270-004, and 018-280-018 and any additional parcels identified as sensitive during the sampling plan required in 4.7-1(a), an archaeological monitor shall be present to oversee operations. 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), work shall be halted in the immediate area of the find and shall not be resumed until after a qualified archaeologist has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of any sites that have outstanding cultural or historic significance.</i></p>	Community Development Department	During ground disturbance activities for any development applications submitted for APNs 016-130-006, -007, 016-110-012, -030, 018-170-003, 018-190-018, 016-120-020, 018-270-004, and 018-280-018 and any additional parcels identified as sensitive during the sampling plan required in 4.7-1(a)	

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		<p>4.7-1(c) <i>In the event that any archaeological deposits are discovered during construction or grading, further grading or trenching within 50 feet of the discovery shall be halted until a plan has been submitted to the Community Development Department for the evaluation of the resource as required under current CEQA Guidelines. If evaluation concludes the archaeological deposit is eligible for inclusion on the California Register of Historic Resources, a plan for the mitigation of impacts to the resource shall also be submitted to the Community Development Department for review and approval.</i></p>	Community Development Department	During construction, grading, or trenching	
		<p>4.7-1(d) <i>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.</i></p> <p><i>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</i></p>	<p>California Native American Heritage Commission</p> <p>Contra Costa County Coroner</p>	During construction	

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		<i>determine the appropriate disposition of such remains.</i>			
4.7-2	Impacts to historical structures.	<p>4.7-2(a) <i>Prior to, or in conjunction with, the submittal of development applications within the BBSP area that include the demolition of any of the 21 buildings listed in the Historic Architecture Survey, the applicant(s) shall provide a detailed report prepared by a certified architectural historian, for the review and approval by the Community Development Department. The detailed report shall include, but not be limited to, a full exterior and interior site assessment, background research conducted using available historical databases to determine the persons and uses associated with the structure, and the date(s) of construction of and/or renovations to the building. Should the structures be determined to be eligible for the California Register, pursuant to Public Resources Code Section 5024.1, Title 14 CCR, Section 4852, the applicant(s) shall comply with all recommendations found in the architectural historian's report, for the review and approval by the Community Development Department. Should the</i></p>	Community Development Department	Prior to, or in conjunction with, the submittal of development applications within the BBSP area that include the demolition of any of the 21 buildings listed in the Historic Architecture Survey	

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		<p><i>structures be determined ineligible for the California Register, further mitigation would not be required.</i></p> <p>4.7-2(b) <i>In conjunction with the submittal of development applications within the BBSP area that include the demolition of on-site buildings for any of the addresses not surveyed in the Historic Architecture Survey, a determination shall be made by the Community Development Department, on a case-by-case basis, whether the site must undergo review to determine the eligibility of the on-site structures for the California Register. Should detailed review be determined to be necessary, the applicant(s) shall implement Mitigation Measure 4.7-2(a). If detailed review is determined not to be necessary, further mitigation would not be required.</i></p>	Community Development Department	In conjunction with the submittal of development applications within the BBSP area that include the demolition of on-site buildings for any of the addresses not surveyed in the Historic Architecture Survey	
4.7-3	Disturbance or destruction of previously unknown archaeological resources in combination with other development in the Brentwood area.	<p>4.7-3 <i>Implement Mitigation Measures 4.7-1(a) through 4.7-1(d).</i></p>	See Mitigation Measures 4.7-1(a) through 4.7-1(d)	See Mitigation Measures 4.7-1(a) through 4.7-1(d)	

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4.8 Hazards					
4.8-1	Impacts related to exposure to asbestos and lead-based paint.	4.8-1(a) <i>In conjunction with submittal of any new development application within the BBSP that contains existing on-site structures proposed for demolition, the project applicant shall provide the Community Development Department a detailed assessment pertaining to the potential presence of asbestos-containing materials in existing on-site structures that may be scheduled for demolition. If asbestos-containing materials are not detected, further mitigation shall not be required. If asbestos-containing materials are detected, the applicant shall prepare and implement an asbestos abatement plan consistent with federal, State, and local standards, subject to the review and approval of the Bay Area Air Quality Management District (BAAQMD) and the Community Development Department, prior to the issuance of a demolition permit.</i>	Community Development Department Bay Area Air Quality Management District	In conjunction with submittal of any new development application within the BBSP that contains existing on-site structures proposed for demolition Prior to the issuance of a demolition permit	
		4.8-1(b) <i>In conjunction with submittal of any new development application within the BBSP area that contains existing on-site structures proposed for demolition, the</i>	Community Development Department	In conjunction with submittal of any new development	

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		<p><i>project applicant shall provide to the Community Development Department a detailed assessment pertaining to the potential presence of lead-based paint in existing on-site structures scheduled for demolition. The assessment shall also determine if any soils surrounding the structure(s) have been contaminated by lead-based paint. If lead-based paint is not detected in the assessment, further mitigation shall not be required. If such paint is found in on-site structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. If the assessment determines that soils surrounding any on-site structures have been contaminated by lead-based paint and that the concentrations are above the applicable California Human Health Screening Level, the soil shall be remediated to the satisfaction of the Department of Toxic Substances Control. The contractor shall take appropriate precautions to protect</i></p>	<p>Bay Area Air Quality Management District Department of Toxic Substances Control</p>	<p>application within the BBSP area that contains existing on-site structures proposed for demolition Prior to the issuance of a demolition permit</p>	

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		<i>his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to the review and approval of the Bay Area Air Quality Management District (BAAQMD), Department of Toxic Substances Control, and the Community Development Department, prior to the issuance of a demolition permit.</i>			
4.8-2	Impacts related to polychlorinated biphenyl (PCB)-containing transformers and other PG&E utilities.	4.8-2(a) <i>In conjunction with the submittal of any new development applications within the BBSP area involving parcels containing pole-mounted transformers, the project applicant shall provide an assessment conducted by PG&E identifying any existing pole-mounted transformers located within or adjacent to the project area containing PCBs. If the transformers are found to be non-PCB-containing transformers, further mitigation shall not be required. If any transformers are found to be PCB-containing transformers, the maintenance and/or disposal of the transformers will be subject to the regulations of the Toxic Substances Control Act (TSCA) under the authority of the Contra Costa County</i>	Pacific Gas & Electric Contra Costa County Environmental Health Department Public Works Department	In conjunction with the submittal of any new development applications within the BBSP area involving parcels containing pole-mounted transformers	

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		<p style="text-align: center;"><i>Environmental Health Department and the City of Brentwood Public Works Department.</i></p> <p>4.8-2(b) <i>Implement Mitigation Measure 4.10-10(b).</i></p>	See Mitigation Measure 4.10-10(b)	See Mitigation Measure 4.10-10(b)	
4.8-4	Impacts related to the presence of pesticide and/or herbicide residues within the project area.	<p>4.8-4 <i>In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify pesticide and/or herbicide soil contamination. If the Environmental Site Assessment does not indicate the detection of soil contaminants, further mitigation shall not be required. If soil contamination is identified above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan shall be submitted, which would include removal and proper disposal of contaminated soils to the satisfaction of the City of Brentwood, Contra Costa County Environmental Health Services, and the</i></p>	<p>Community Development Department</p> <p>Contra Costa County Environmental Health Services</p> <p>Department of Toxic Substances Control</p>	<p>In conjunction with submittal of any new development applications within the BBSP area</p> <p>Prior to issuance of a grading permit</p>	

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		<i>Department of Toxic Substances Control, prior to issuance of a grading permit.</i>			
4.8-5	Impacts related to soil contamination from the presence of ASTs, USTs, substance containers, and agricultural irrigation wells.	4.8-5 <i>In conjunction with submittal of any new development applications within the BBSP area, the project applicant shall submit a Phase I and/or Phase II Environmental Site Assessment of the project site, at the discretion of the Community Development Department, to identify soil contamination, potential hazards related to nearby properties, and the location of ASTs and USTs, irrigation wells, and stored items and debris. The assessment shall include visual inspection around any identified tanks, substance containers, and wells to determine if soil staining has occurred. The required Environmental Site Assessment shall identify and include mitigation measures, where necessary, to reduce significant hazardous materials impacts. If the Environmental Site Assessment does not indicate the detection of contaminants, further mitigation shall not be required. If soil contamination is identified around any tanks, substance containers, or wells, which is above the applicable California Human Health Screening Level for the detected contaminant, a remediation plan</i>	Community Development Department Contra Costa County Environmental Health Services Department of Toxic Substances Control Regional Water Quality Control Board	In conjunction with submittal of any new development applications within the BBSP area Prior to issuance of a grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>shall be submitted, which may include removal and proper disposal of contaminated soils and source containers, as well as proper abandonment of on-site irrigation wells, to the satisfaction of the City of Brentwood, and Contra Costa County Environmental Health Services, and the Department of Toxic Substances Control (DTSC), prior to issuance of a grading permit. Furthermore, if the assessment determines that any USTs or irrigation wells have resulted in contamination of the surrounding soils, groundwater sampling shall be conducted by the project applicant to determine if the underlying groundwater has been contaminated. Groundwater samples shall be submitted to the Regional Water Quality Control Board (RWQCB) and DTSC. If groundwater contamination above State standards is not detected, further mitigation is not required. If groundwater contamination has occurred, the applicant shall comply with any measures identified by the RWQCB and DTSC to ensure that groundwater quality in the project vicinity is satisfactorily remediated to State standards.</i></p>			

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.8-7	Impacts related to coccidioidomycosis.	4.8-7(a) <i>Prior to construction, the project applicant shall initiate a training and education program 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 Department.</i>	Community Development Department	Prior to construction	
		4.8-7(b) <i>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.</i>	Public Works Department	During construction	
4.8-9	Impacts related to ground shaking.	4.8-9 <i>In conjunction with the submittal of any development applications within the BBSP area, the project applicant shall</i>	City Engineer	In conjunction with the submittal of any	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>submit and comply with the recommendations in a 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.</i>		development applications within the BBSP area	
4.10 Public Services and Utilities					
4.10-6	Adequate fire protection services available to new residents.	<p>4.10-6(a) <i>Prior to building permit issuance, each developer shall comply with all applicable requirements of the Uniform Fire Code and the adopted policies of the East Contra Costa Fire Protection District (ECCFPD). The Chief Building Official, or his/her designee, shall review the building plans to ensure compliance.</i></p> <p>4.10-6(b) <i>Prior to building permit issuance, each developer 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</i></p>	<p>Chief Building Official</p> <p>City Engineer East Contra Costa Fire Protection</p>	<p>Prior to building permit issuance</p> <p>Prior to building permit issuance</p>	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>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 to the City of Brentwood at the time of permit issuance.</i></p>	District		
		<p>4.10-6(c) <i>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</i></p>	City Engineer	Prior to construction involving use of flammable materials	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>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 City Engineer shall ensure compliance.</i></p> <p>4.10-6(d) <i>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.</i></p>	<p>City Engineer</p> <p>East Contra Costa Fire Protection District</p>	<p>Prior to encroachment and/or building permit issuance for improvements</p>	
4.10-9	Project impacts to the City of Brentwood library.	<p>4.10-9 <i>Prior to the recordation of final maps or issuance of a building permit for projects that do not require land subdivision, the Applicant/Developer shall pay its fair share for additional library facilities and/or services by participating in a Community Facilities District (CFD).</i></p>	<p>Community Development Department</p>	<p>Prior to the recordation of final maps or issuance of a building permit for projects that do not require</p>	

MITIGATION MONITORING AND REPORTING PROGRAM BRENTWOOD BOULEVARD SPECIFIC PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
				land subdivision	
4.10-10	Impacts to natural gas and electric facilities.	<p><i>4.10-10(a) Applicants for development projects within the BBSP area shall consult with PG&E and the City of Brentwood to determine the adequacy of existing natural gas and electric facilities to serve their project. Applicants 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.</i></p> <p><i>4.10-10(b) Prior to initiation of construction activities associated with future projects within the BBSP area, 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.</i></p>	<p>Pacific Gas & Electric City Engineer</p> <p>Pacific Gas & Electric City Engineer</p>	<p>In conjunction with submittal of any new development applications within the BBSP area</p> <p>Prior to initiation of construction activities associated with future projects within the BBSP area</p>	

APPENDIX A

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: I:\Projects\Active\Brentwood\Brentwood Blvd Specific Plan\Technical Reports\Air Quality\2011 Assessment\URBEMIS\BBSP (full buildout 2030)_mitigation testing_AS.urb924

Project Name: BBSP 2030

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	34.75	5.83	47.70	0.12	6.69	6.44	7,362.98
TOTALS (tons/year, mitigated)	34.75	5.83	47.70	0.12	6.69	6.44	7,362.98
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	19.04	15.83	179.78	0.44	80.68	15.29	43,615.28
TOTALS (tons/year, mitigated)	15.67	12.75	144.75	0.34	64.95	12.31	35,117.73
Percent Reduction	17.70	19.46	19.48	22.73	19.50	19.49	19.48

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	53.79	21.66	227.48	0.56	87.37	21.73	50,978.26
TOTALS (tons/year, mitigated)	50.42	18.58	192.45	0.46	71.64	18.75	42,480.71
Percent Reduction	6.27	14.22	15.40	17.86	18.00	13.71	16.67

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.38	5.05	2.93	0.00	0.01	0.01	6,305.73
Hearth	11.55	0.75	42.28	0.12	6.67	6.42	1,053.13
Landscape	0.39	0.03	2.49	0.00	0.01	0.01	4.12
Consumer Products	17.79						
Architectural Coatings	4.64						
TOTALS (tons/year, unmitigated)	34.75	5.83	47.70	0.12	6.69	6.44	7,362.98

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.38	5.05	2.93	0.00	0.01	0.01	6,305.73
Hearth	11.55	0.75	42.28	0.12	6.67	6.42	1,053.13
Landscape	0.39	0.03	2.49	0.00	0.01	0.01	4.12
Consumer Products	17.79						
Architectural Coatings	4.64						
TOTALS (tons/year, mitigated)	34.75	5.83	47.70	0.12	6.69	6.44	7,362.98

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	2.29	1.98	22.92	0.06	10.36	1.96	5,610.30
Apartments high rise	5.05	4.14	47.84	0.12	21.62	4.10	11,710.84
Regnl shop. center	8.57	7.10	79.20	0.19	35.20	6.67	18,991.12
General office building	1.89	1.58	17.99	0.04	8.14	1.54	4,400.28
General light industry	1.24	1.03	11.83	0.03	5.36	1.02	2,902.74
TOTALS (tons/year, unmitigated)	19.04	15.83	179.78	0.44	80.68	15.29	43,615.28

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	1.89	1.60	18.45	0.04	8.34	1.58	4,517.25
Apartments high rise	4.22	3.34	38.52	0.09	17.40	3.30	9,429.22
Regnl shop. center	6.97	5.71	63.77	0.15	28.34	5.37	15,291.08
General office building	1.56	1.27	14.49	0.04	6.55	1.24	3,542.98
General light industry	1.03	0.83	9.52	0.02	4.32	0.82	2,337.20
TOTALS (tons/year, mitigated)	15.67	12.75	144.75	0.34	64.95	12.31	35,117.73

Operational Settings:

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 0.00 Nonresidential Trip % Reduction: 0.00

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	43.81	9.17	dwelling units	482.00	4,419.94	33,084.41
Apartments high rise	75.54	6.11	dwelling units	1,510.00	9,226.10	69,059.78
Regnl shop. center		34.55	1000 sq ft	689.60	23,825.68	112,467.46
General office building		9.61	1000 sq ft	417.30	4,010.25	26,010.70
General light industry		7.17	1000 sq ft	333.80	2,393.35	17,139.35
					43,875.32	257,761.70

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.1	0.0	100.0	0.0
Light Truck < 3750 lbs	12.5	0.0	99.2	0.8
Light Truck 3751-5750 lbs	19.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	6.6	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.9	0.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	34.4	65.6	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.6	0.0	83.3	16.7

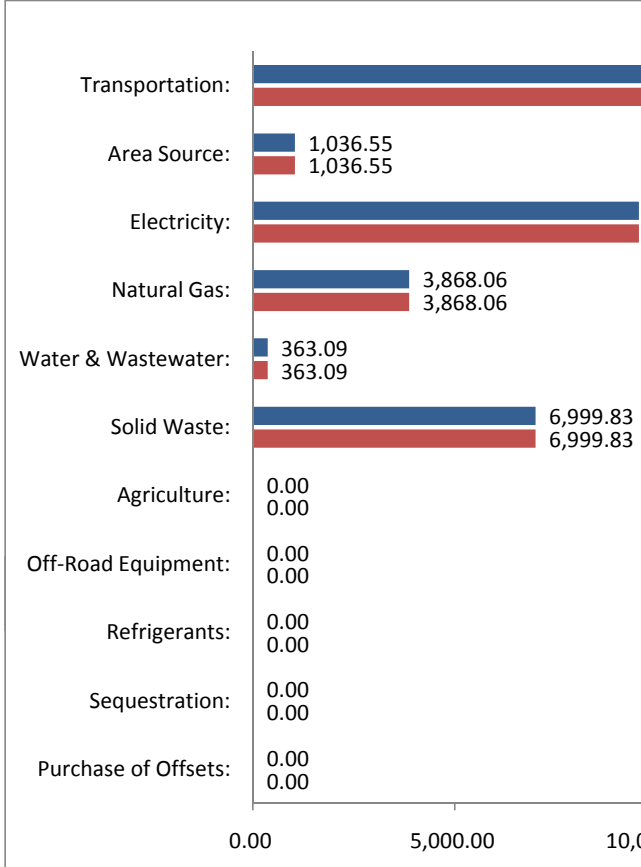
Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

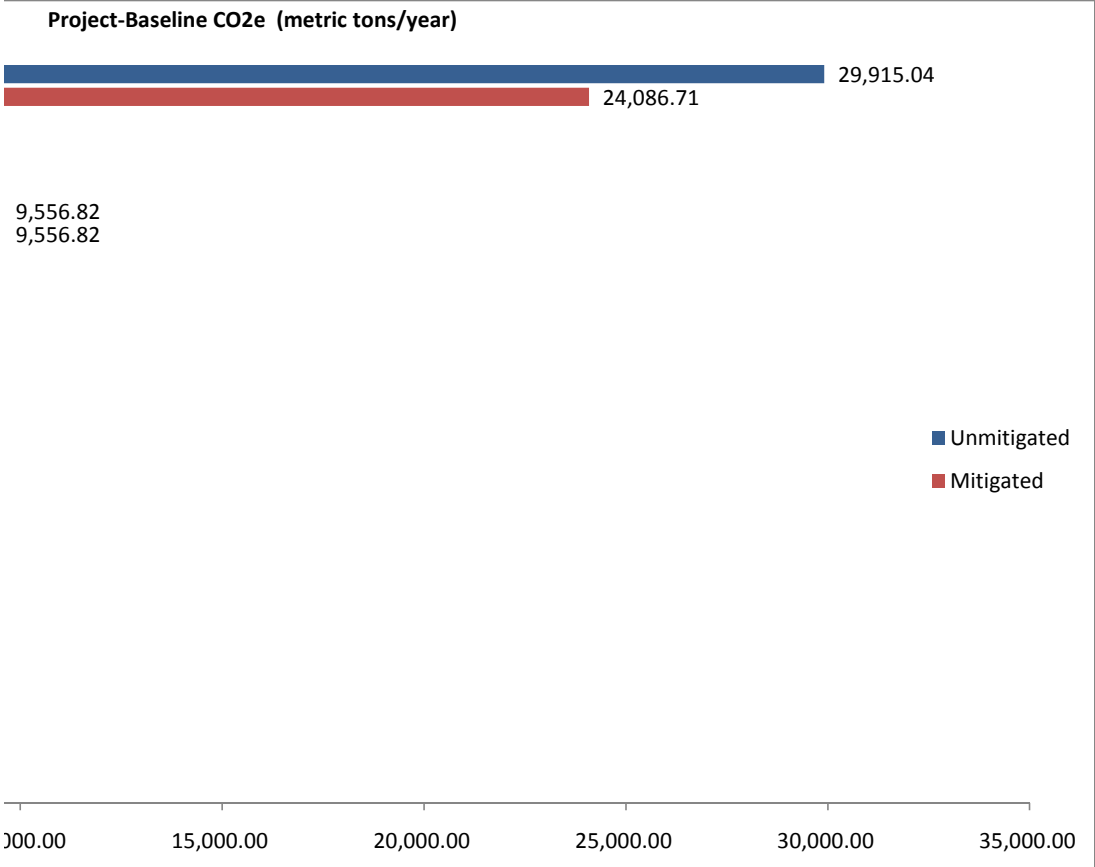
Summary Results

Project Name: BBSP 2030
 Project and Baseline Years: 2030 N/A

Results	Unmitigated Project- Baseline CO2e (metric tons/year)	Mitigated Project- Baseline CO2e (metric tons/year)
Transportation:	29,915.04	24,086.71
Area Source:	1,036.55	1,036.55
Electricity:	9,556.82	9,556.82
Natural Gas:	3,868.06	3,868.06
Water & Wastewater:	363.09	363.09
Solid Waste:	6,999.83	6,999.83
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
Total:	51,739.38	45,911.05



Baseline is currently: **OFF**
 Baseline Project Name:
 Go to Settings Tab to Turn On Baseline



Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				29,915.04	57.82%
Area Source:	959.39	3.44	0.02	1,036.55	2.00%
Electricity:	9,541.55	0.08	0.04	9,556.82	18.47%
Natural Gas:	3,858.17	0.36	0.01	3,868.06	7.48%
Water & Wastewater:	362.51	0.00	0.00	363.09	0.70%
Solid Waste:	48.68	331.01	N/A	6,999.83	13.53%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				51,739.38	100.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.

After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley" regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air conditioning]). Finally, CO2e is adjusted to account for the low carbon fuels rule.



Baseline	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				0.00	N/A
Area Source:	0.00	0.00	0.00	0.00	N/A
Electricity:	0.00	0.00	0.00	0.00	N/A
Natural Gas:	0.00	0.00	0.00	0.00	N/A
Water & Wastewater:	0.00	0.00	0.00	0.00	N/A
Solid Waste:	0.00	0.00	N/A	0.00	N/A
Agriculture:	0.00	0.00	0.00	0.00	N/A
Off-Road Equipment:	0.00	0.00	0.00	0.00	N/A
Refrigerants:	N/A	N/A	N/A	0.00	N/A
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				0.00	0.00%

tioners]).

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				24,086.71	52.46%
Area Source:	959.39	3.44	0.00	1,036.55	2.26%
Electricity:	9,541.55	0.08	0.04	9,556.82	20.82%
Natural Gas:	3,858.17	0.36	0.01	3,868.06	8.43%
Water & Wastewater:	362.51	0.00	0.00	363.09	0.79%
Solid Waste:	48.68	331.01	N/A	6,999.83	15.25%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				45,911.05	100.00%

Mitigation Measures Selected:

Transportation: Go to the following tab: [Transp. Detail Mit](#) for a list of the transportation mitigation measures selected (in URBE

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

Refrigerants: The following mitigation measure has been selected to reduce refrigerant emissions:

Carbon Sequestration: Project does not include carbon sequestration through tree planting.

Emission Offsets/Credits: Project does not include purchase of emission offsets/credits.

[Transportation](#)

Operational Mitigation Residential

Residential Mix of Uses Mitigation

Percent Reduction in Trips is 8.08% (calculated as a % of 9.57 trips/day))

Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips

Inputs Selected:

The number of housing units within a 1/2 mile radius of the project, plus the number of residential units included in the project are 1992.

The employment for the study area (within a 1/2 mile radius of the project) is 3486.

Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2% (calculated as a % of 9.57 trips/day)))

Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Residential Transit Service Mitigation

Percent Reduction in Trips is 3.48% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 72

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 90

The Number of Dedicated Daily Shuttle Trips is 0

Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 5.92% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips

Inputs Selected:

The Number of Intersections per Square Mile is 110

The Percent of Streets with Sidewalks on One Side is 20%

The Percent of Streets with Sidewalks on Both Sides is 80%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable, Direct Parallel Routes Exist is 99%

Transportation Detail for Operational Mitigation

Operational NonResidential Mitigation

Non-Residential Mix of Uses Mitigation

Percent Reduction in Trips is 8.08%

Inputs Selected:

The number of housing units within a 1/2 mile radius of the project, plus the number of residential units included in the project are 1992.

The employment for the study area (within a 1/2 mile radius of the project) is 3486.

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 3.48%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 72

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 90

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 5.92%

Inputs Selected:

The Number of Intersections per Square Mile is 110

The Percent of Streets with Sidewalks on One Side is 20%

The Percent of Streets with Sidewalks on Both Sides is 80%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable, Direct Parallel Routes Exist is 99%

Operational Annual Miscellaneous Detail

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 0.00 Nonresidential Trip % Reduction: 0.00

Analysis Year: 2030 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

BBSP GHG Reduction

45911.05 MTCO₂e TOTAL (BGM results)
 9661 service population
 4.8 MTCO₂e per service population

From BGM results:

9556.82 MTCO₂e total electricity 3095.185 residential electricity 3183.891 commercial electricity
 3868.06 MTCO₂e total nat'l gas 3065.95 residential nat'l gas 201.349 commercial nat'l gas

BAAQMD NON-URBEMIS Energy Efficiency Mitigation Measures (BAAQMD CEQA Guidelines, June 2010, pg. 4-15)

Measure	Reduction	Sector	MTCO ₂ e reduction	new total MTCO ₂ e	MTCO ₂ e per service population
Meet GBC standards in all new construction	17.0%	residential electricity	526.18	45384.87	4.7
	7.0%	commercial electricity	222.87	45162.00	4.7
	9.0%	residential nat'l gas	275.94	44886.06	4.6
	3.0%	commercial nat'l gas	6.04	44880.02	4.6