

Appendix A

Notice of Preparation/Initial Study and Comment Letters

Appendix A.1

**Notice of Preparation/Initial Study
2007**

CITY OF PITTSBURG PLANNING DEPARTMENT
Notice of Preparation of a Draft Environmental Impact Report
for the James Donlon Boulevard Extension Project
(October 23, 2007)

To: Distribution List

**Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report
(EIR)**

Project: James Donlon Boulevard Extension Project

**Location: Unincorporated Contra Costa County, California, Between the Western
Edge of the Sky Ranch Subdivision and Kirker Pass Road**

Introduction

The City of Pittsburg, acting as lead agency under the California Environmental Quality Act (CEQA), has determined that the proposed James Donlon Boulevard Extension project may have a significant environmental impact and that an Environmental Impact Report (EIR) should be prepared. The proposed project consists of the construction of a 1.98-mile road extending James Donlon Boulevard to Kirker Pass Road.

The intent of this document is to solicit comments from interested parties as to the nature and scope of the environmental information and analysis to be included in the EIR. We request input from responsible agencies which may need to utilize the EIR prepared by the City of Pittsburg when considering permit and other approvals that may be required as a result of the project. Other interested parties and organizations are also invited to provide comments as to the scope of the EIR pertinent to their viewpoints. A summary of the proposed project follows.

Project Description

The proposed project would consist of a 1.98-mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision to Kirker Pass Road (refer to Figure 1). From the Sky Ranch II Subdivision, the proposed roadway would merge from a four-lane road to a two-lane road for approximately 1.7 miles until just before its intersection with Kirker Pass Road, where it would again expand to a four-lane road. The roadway would follow the natural topography of the land and meet City and California Department of Transportation (Caltrans) standards and regulations for highway design for vehicles traveling up to 60 miles per hour. Approximately 100 acres of right-of-way and slope easements would be required for project implementation.

The portion of the Extension constructed to a four-lane configuration, at the Kirker Pass Road intersection, would be designed to urban highway standards with curbs, gutters, median curbs, sidewalks and streetlights. The portion of the Extension constructed to a

two-lane configuration would be designed to rural road highway standards. The intersection configuration at Kirker Pass Road and the Extension would consist of two lanes eastbound, two lanes westbound, a dedicated west-to-north right turn pocket, and an east-to-north left turn pocket. The intersection would be signalized. Due to the configuration of this intersection, portions of Kirker Pass Road would be abandoned and removed as they would no longer be in use.

There are several large electrical transmission lines that traverse the project area. It would be necessary to relocate several of the transmission towers in order to implement the proposed project. Additionally, landslide deposits have been identified within the project area. Landslide remediation would be required prior to the start of construction activities. Grading and excavation for the proposed Extension would be extensive given the project area's topography. Grading activities may require the export of native soils and the import of engineered fill material. Approximately 2,086,943 cubic yards of grading and 607,478 cubic yards of landslide remediation (corrective grading) would be required for the roadway. All grading and landslide remediation areas would be revegetated with a native seed mix. No retaining walls would be required for slope stabilization.

The proposed project would include culverts and bridges, as necessary, in order to cross several drainage features. The proposed culverts and bridges would require construction within these drainage features. In addition, as part of the project's water quality Best Management Practices, stormwater detention and treatment facilities would be provided at locations along on the Extension.

The proposed Extension described under this project is expected to remain under County jurisdiction for some time. Therefore, the provision of public services such as fire and police protection would be provided by the County and on-going maintenance would be subject to a cooperative agreement among the different jurisdictions.

The anticipated start date for the proposed project's construction activities is June 2009. The project is scheduled to take approximately two years to construct.

Alternatives Being Considered

As required under CEQA, the EIR will evaluate alternatives to the proposed project that are capable of attaining most of the project objectives, and could avoid or substantially reduce the potentially significant impacts posed by the project. A reasonable range of alternatives will be reviewed and screened for further evaluation in the EIR. The EIR will also consider the No Project alternative.

List of Responsible Agencies

The proposed project would require permits, reviews, consultations and related approvals that include, but may not be limited to, those listed below.

Federal Regulatory Agencies

- U.S. Army Corps of Engineers (USACE) – permits under Section 10, Rivers and Harbors Act; Section 404, Clean Water Act
- U.S. Fish and Wildlife Service (USFWS) – Section 7, Endangered Species Act (ESA)
- National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries) – Section 7, Endangered Species Act (ESA)

California State Regulatory Agencies

- California Department of Fish and Game (CDFG) – California ESA consultation
- California Department of Transportation (Caltrans)
- California Department of Toxic Substances Control – hazardous waste handling and/or remediation, as applicable
- San Francisco Regional Water Quality Control Board (RWQCB) Section 401 Clean Water Act Certification

Local Regulatory Agencies

- City of Pittsburg
- City of Antioch
- Contra Costa County
- East Contra Costa County Habitat Conservation Plan Association

Environmental Issues to be Addressed in the EIR

The EIR will include an analysis of the potential environmental effects of the proposed action during construction and operation, and an evaluation of mitigation measures that could avoid or reduce any identified significant adverse impacts. As identified in an Initial Study, potential environmental issues that will be evaluated in the EIR will include the following:

- Aesthetics
 - Effects on scenic vistas and scenic resources
 - Effects on the visual quality
 - Creation of new sources of light and glare

- Agriculture Resources

- Conflicts with Williamson Act contracts and agricultural zoning of the area

- Air Quality

- Construction and traffic emissions, and conformance with air quality plans and standards
- Exposure of sensitive receptors to air pollutants
- Conflicts with air quality standards
- Creation of objectionable odors

- Biological Resources

- Effects on special status species and critical habitat
- Effects on wetlands
- Project conformance with the Final East Contra County County Habitat Conservation Plan

- Cultural Resources

- Effects on historic resources
- Effects on archeological resources
- Effects on paleontological resources

- Geology and Soils

- Erosion and runoff from construction
- Seismic considerations
- Landslides
- Expansive soils

- Hazards and Hazardous Materials

- Transportation of hazardous materials
- Wildland fire risks

- Hydrology and Water Quality

- Stormwater runoff and erosion during construction
- Effects on streams
- Effects on water quality standards

- Land Use and Planning

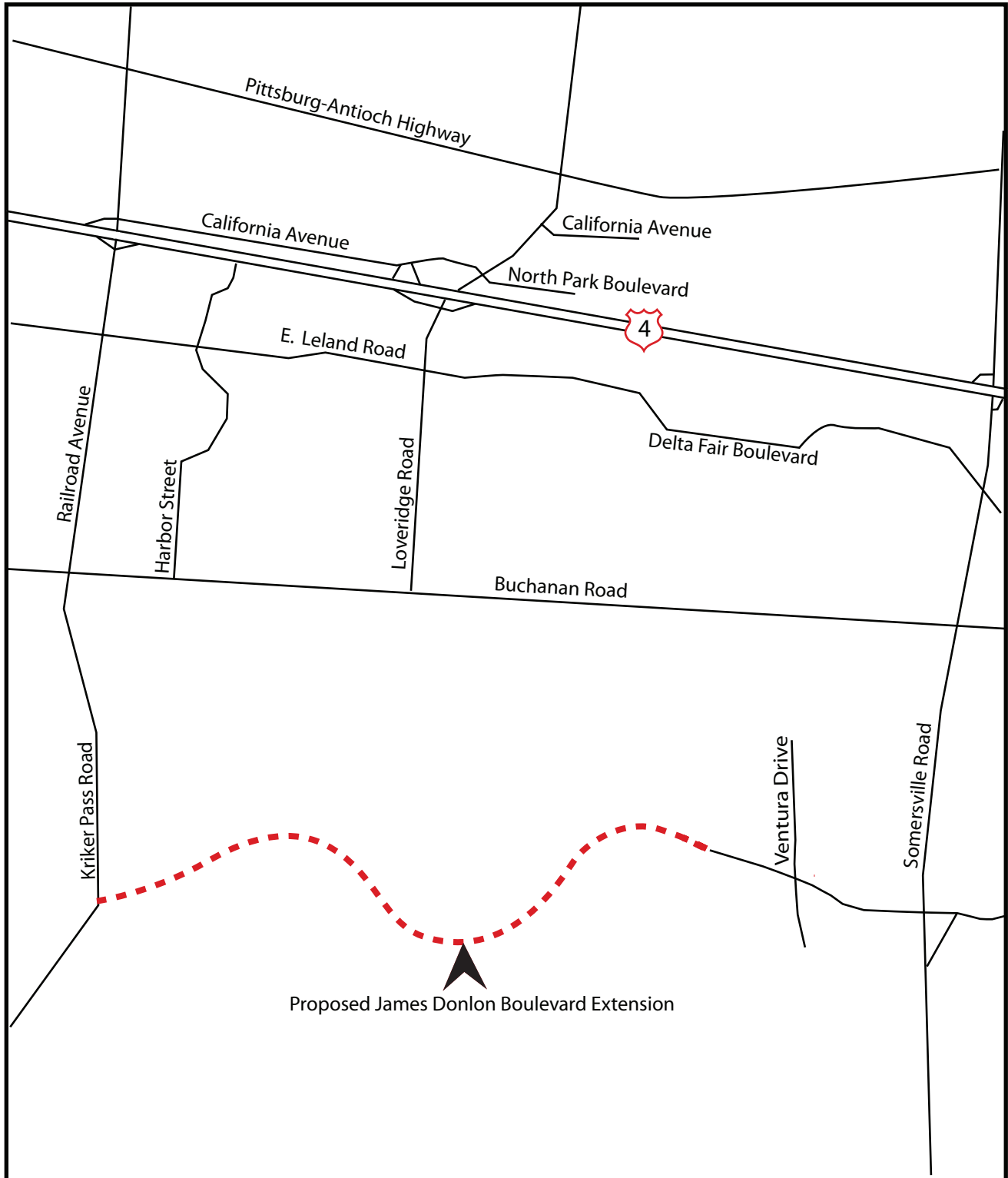
- Conflicts with existing zoning
- Conflicts with Final East Contra Costa County Habitat Conservation Plan
- Conflicts with utility easements/right-of-ways
- Noise
 - Short term construction equipment noise and vibration
 - Long term traffic noise and vibration
 - Short and long-term groundborne vibrations
- Population and Housing
 - Inducement of new population growth
- Transportation/Traffic
 - Short term construction impacts
 - Cumulative traffic analysis
 - Creation of inadequate emergency access
 - Creation of inadequate parking
- Utilities and Service Systems
 - Stormwater drainage
- Cumulative Impacts

Public Scoping Meeting

The City will hold a public scoping meeting on **Tuesday, November 6, 2007, at 7:00 p.m.** in the Council Chambers (3rd Floor) of City Hall, 65 Civic Avenue, Pittsburg.

Comments on this NOP are due by November 21, 2007 and can be forwarded to Mr. Jason Burke, City of Pittsburg Planning Department, at the following address:

Mr. Jason Burke
Planning and Building Department
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814



Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: _____

Lead Agency: _____ Contact Person: _____

Mailing Address: _____ Phone: _____

City: _____ Zip: _____ County: _____

Project Location:

County: _____ City/Nearest Community: _____ Total Acres: _____

Cross Streets: _____ Zip Code: _____

Assessor's Parcel No. 089-050-056, 089-020-011, 075-070-002, 004, 089-020-009, 010 and 012 Section: _____ Twp. _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: _____ Waterways: _____

Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement to EIR (Note prior SCH # below) ☐ EA ☐ Final Document
☐ Neg Dec ☐ Subsequent EIR (Note prior SCH # below) ☐ Draft EIS ☐ Other _____
☐ Mit Neg Dec ☐ Other _____ ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other _____

Development Type:

☐ Residential: Units _____ Acres _____ ☐ Water Facilities: Type _____ MGD _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Transportation: Type _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW _____
☐ Educational _____ ☐ Waste Treatment: Type _____ MGD _____
☐ Recreational _____ ☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☐ Other _____

Present Land Use/Zoning/General Plan Designation:

County General Plan Designation/Zoning: Agricultural Lands/ A-4 (Agricultural Preserve)

City General Plan Designation/Zoning: Open Space and Utility Right-of-Way/ pre-zoned OS (Open Space District)

Project Description: *(please use a separate page if necessary)*

Reviewing Agencies Checklist

continued

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

_____ Air Resources Board	_____ Office of Emergency Services
_____ Boating & Waterways, Department of	_____ Office of Historic Preservation
_____ California Highway Patrol	_____ Parks & Recreation
_____ Caltrans District # _____	_____ Pesticide Regulation, Department of
_____ Caltrans Division of Aeronautics	_____ Public Utilities Commission
_____ Caltrans Planning	_____ Reclamation Board
_____ Coachella Valley Mountains Conservancy	_____ Regional WQCB # _____
_____ Coastal Commission	_____ Resources Agency
_____ Colorado River Board Commission	_____ S.F. Bay Conservation & Development Commission
_____ Conservation, Department of	_____ San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy
_____ Corrections, Department of	_____ San Joaquin River Conservancy
_____ Delta Protection Commission	_____ Santa Monica Mountains Conservancy
_____ Education, Department of	_____ State Lands Commission
_____ Office of Public School Construction	_____ SWRCB: Clean Water Grants
_____ Energy Commission	_____ SWRCB: Water Quality
_____ Fish & Game Region # _____	_____ SWRCB: Water Rights
_____ Food & Agriculture, Department of	_____ Tahoe Regional Planning Agency
_____ Forestry & Fire Protection	_____ Toxic Substances Control, Department of
_____ General Services, Department of	_____ Water Resources, Department of
_____ Health Services, Department of	_____ Cities of Antioch, Clayton, Brentwood, Concord, Walnut Creek
_____ Housing & Community Development	_____ Other _____
_____ Integrated Waste Management Board	_____ Other _____
_____ Native American Heritage Commission	_____ USFWS, NOAA Fisheries, CCCTA, TRANSPLAN, Transpac, LAFCO, CCWD, ECCRFFA, EBRPD

Local Public Review Period (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

Consulting Firm: _____
Address: _____
City/State/Zip: _____
Contact: _____
Phone: (_____) _____

Applicant: _____

Address: _____
City/State/Zip: _____
Phone: (_____) _____

Signature of Lead Agency Representative _____ Date _____



LEAD AGENCY:
CITY OF PITTSBURG
Civic Center, 65 Civic Avenue
Pittsburg, CA 94565
Telephone: (925) 252-4920 • FAX: (925) 252-4814

CEQA INITIAL STUDY CHECKLIST

1. **Project title:** James Donlon Boulevard Extension
2. **Contact person and phone number:** Jason Burke, Assistant Planner
City of Pittsburg – Planning Department
(925) 252-4122
3. **Project location:** The proposed James Donlon Boulevard Extension (Extension) would be a public right-of-way constructed through privately owned property (APNs 089-050-056, 089-020-011, 075-070-002, 075-070-004, 089-020-009, 089-020-010 and 089-020-012). The right-of-way for the Extension would be acquired through eminent domain from the property owners. The properties through which the Extension would be constructed are located in unincorporated Contra Costa County (County), near the western limits of the City of Antioch and the southern limits of City of Pittsburg (City). The project area is located south of Buchanan Road, east of Kirker Pass Road, and west of the Sky Ranch II Subdivision. Figure 1 (Regional Map) shows the subject property's regional location in the County. Figure 2 (Vicinity Map) shows the immediate project area.
4. **Project sponsor's name and address:** City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
5. **General plan designations:** The subject properties have a County General Plan Designation of Agricultural Lands and a City General Plan designation of Open Space and Utility Right-of-Way.
6. **Zoning:** The subject properties are zoned A-4 (Agricultural Preserve) by the County. The properties were pre-zoned OS (Open Space District) by the City.
7. **Description of project:**
The proposed project would consist of a 1.98-mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision to Kirker Pass Road (refer to Figure 1). From the Sky Ranch II Subdivision, the proposed roadway would merge from a four-lane road to a two-lane road for approximately 1.7 miles until just before its intersection with Kirker Pass Road, where it would again expand to a four-lane road. The roadway would follow the natural topography of the land and meet City and California Department of Transportation (Caltrans) standards and regulations for highway design for vehicles traveling up to 60 miles per hour. Approximately 100 acres of right-of-way and slope easements would be required for project implementation.

The portion of the Extension constructed to a four-lane configuration, at the Kirker Pass

Road intersection, would be designed to urban highway standards with curbs, gutters, median curbs, sidewalks and streetlights. The portion of the Extension constructed to a two-lane configuration would be designed to rural road highway standards. The intersection configuration at Kirker Pass Road and the Extension would consist of two lanes eastbound, two lanes westbound, a dedicated west-to-north right turn pocket, and an east-to-north left turn pocket. The intersection would be signalized. Due to the configuration of this intersection, portions of Kirker Pass Road would be abandoned and removed as they would no longer be in use.

There are several large electrical transmission lines that traverse the project area. It would be necessary to relocate several of the transmission towers in order to implement the proposed project. Additionally, landslide deposits have been identified within the project area. Landslide remediation would be required prior to the start of construction activities. Grading and excavation for the proposed Extension would be extensive given the project area's topography. Grading activities may require the export of native soils and the import of engineered fill material. Approximately 2,086,943 cubic yards of grading and 607,478 cubic yards of landslide remediation (corrective grading) would be required for the roadway. All grading and landslide remediation areas would be revegetated with a native seed mix. No retaining walls would be required for slope stabilization.

The proposed project would include culverts and bridges, as necessary, in order to cross several drainage features. The proposed culverts and bridges would require construction within these drainage features. In addition, as part of the project's water quality Best Management Practices, stormwater detention and treatment facilities would be provided at locations along on the Extension.

The proposed Extension described under this project is expected to remain under County jurisdiction for some time. Therefore, the provision of public services such as fire and police protection would be provided by the County and on-going maintenance would be subject to a cooperative agreement among the different jurisdictions.

8. Surrounding land uses and setting:

The subject property and the project area are situated near several existing and proposed residential communities to the north and east, and immediately adjacent to privately owned open space to the north and south. The subject property contains an existing ranch and accessory buildings.

The project area is primarily undeveloped grazing land. Topography within the project area ranges from gentle slopes in the northern portions to steeper grades in the western and southern portions of the area. A total of seven streams traverse the project area. These streams flow in a south to north direction and eventually enter the storm drain system in the City prior to its discharge into Suisun Bay. Vegetation within the project area is composed of primarily non-native grassland and small areas of oak savanna and riparian vegetation.

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10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

California Department of Fish and Game, San Francisco Bay Regional Water Quality Control Board, U.S. Fish and Wildlife Service, Army Corps of Engineers, California Department of Transportation, and the East Contra Costa Regional Fee and Financing Authority.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Check marks are indicated by the following symbol: ☒

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the

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earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

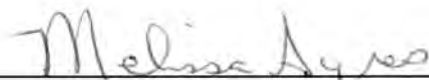
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to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

Prepared By: RBF Consulting

Signature

Date

Reviewed By: Melissa Ayres, Planning Director

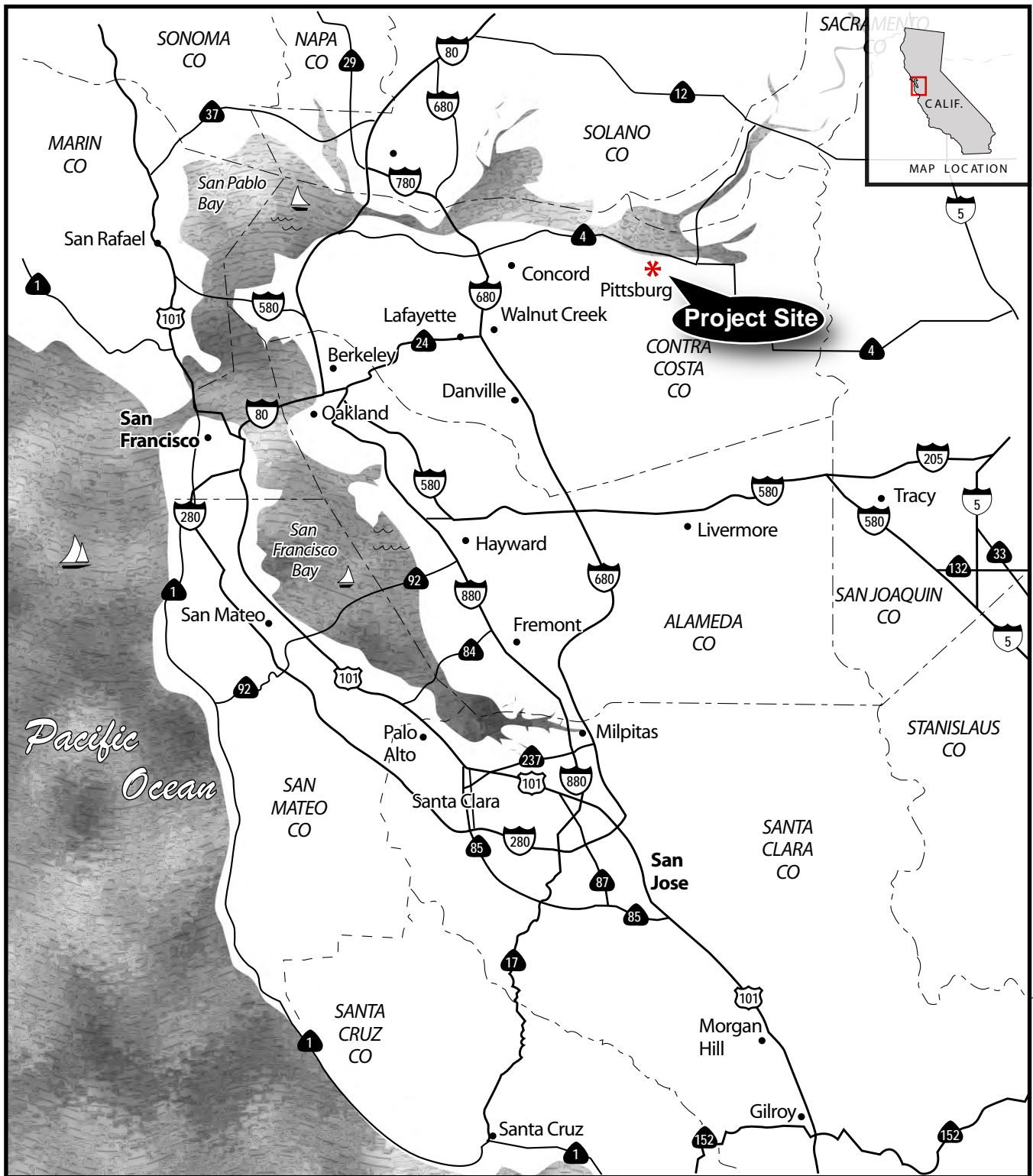


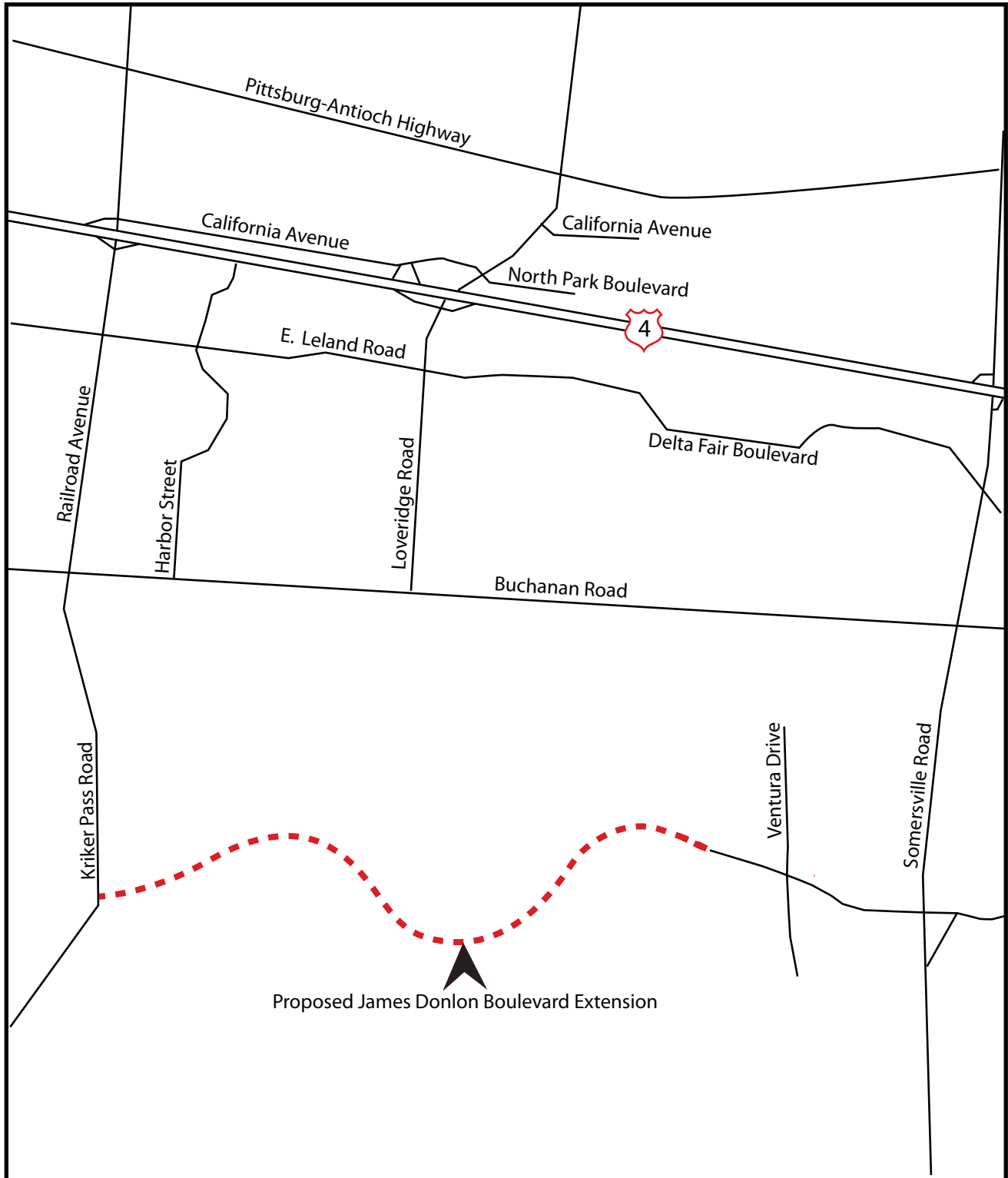
Signature

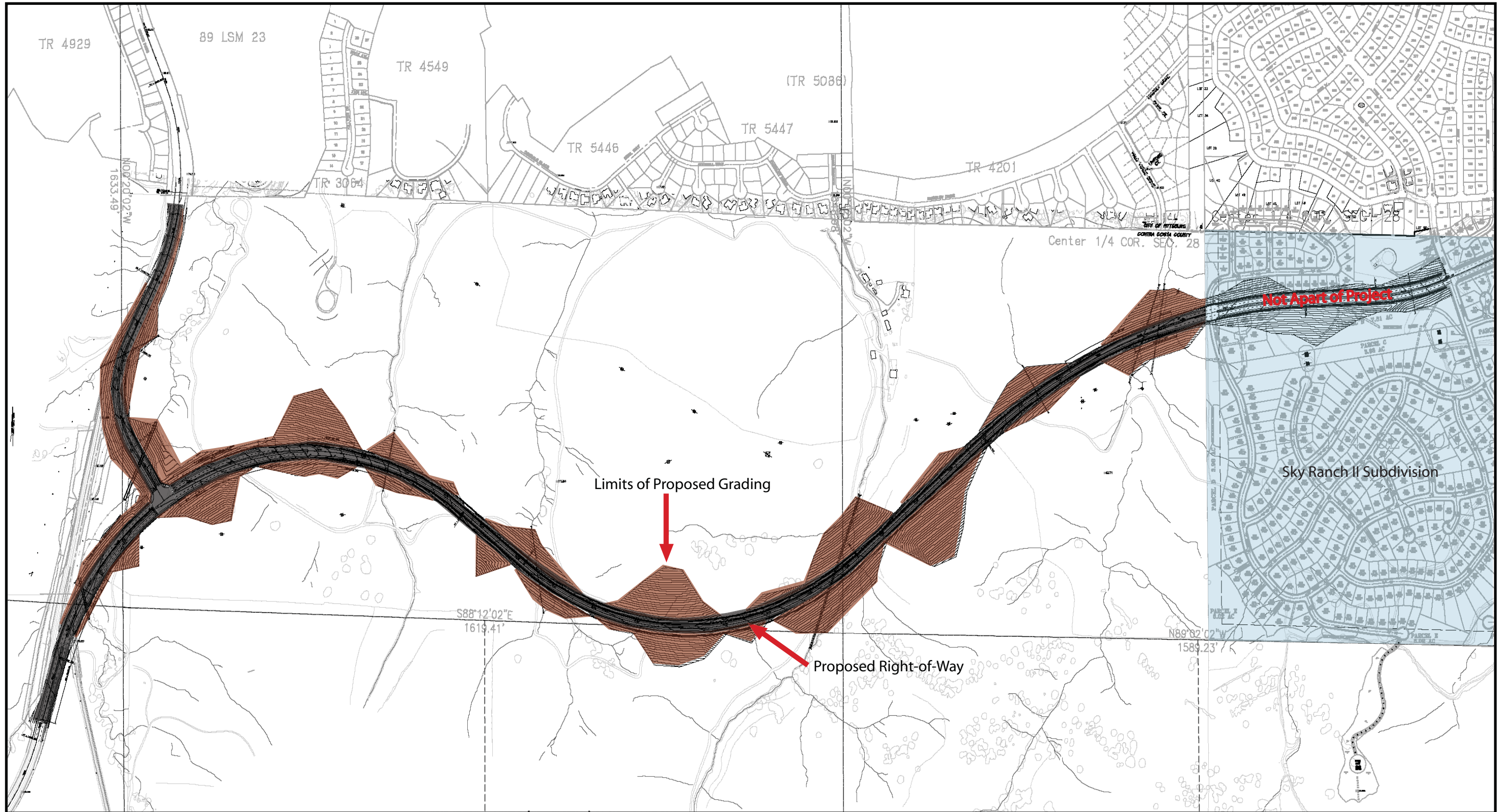
Date

INTRODUCTION:

This Initial Study (IS) has been prepared to identify potentially significant impacts to the environment that would result from the implementation of the proposed roadway extension, which would be a limited east-west arterial roadway in the undeveloped hills south of the City. Implementation of the Extension would result in the construction of approximately 1.98 miles of roadway that would extend from the western edge of the Sky Ranch II Subdivision to a point along Kirker Pass Road to the south of the City. The eastern 0.4 miles of the alignment would follow the proposed extension of James Donlon Boulevard and would ultimately be four lanes wide, although initially it would be a two-lane roadway. The City has determined that an Environmental Impact Report (EIR) will be prepared for the project, based upon the information presented in this IS, because the proposed project may have one or more significant impacts.







Source: RBF Consulting (2007)



Not To Scale

07/02/2007 JN 35-100129

JAMES DONLON BOULEVARD EXTENSION INTIAL STUDY

Project Site Plan

Figure 3

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The project area is not identified as a scenic vista in the Contra Costa County or City General Plan. However, the construction of the Extension would include streetlights and hillside grading that could be visible from the public right-of-way (e.g., Kirker Pass Road). The visual impact of the proposed project from the surrounding viewshed will be examined in the EIR.

Sources: 1 (page 4-2 & Fig. 4-1), 7, 9

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The Contra Costa County General Plan has designated portions of Kirker Pass Road as a scenic route, and State Route 4 from the City of Hercules to the intersection with Railroad Avenue in Pittsburg has been proposed for State designation as a scenic route. A scenic route is a road, street, or freeway that traverses a scenic corridor of relatively high visual or cultural value. It consists of both the scenic corridor and the public right-of-way. A scenic corridor consists of much of the adjacent area that can be seen from the road. Given that the proposed Extension would connect at Kirker Pass Road, a designated scenic route, the project could affect scenic resources, and this potential impact will be examined in the EIR.

Sources: 7, 9; 16 (page 5-20)

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project would cross several currently undeveloped hills and ridges, and the project's streetlights and hillside grading could be visible from existing developed areas in the cities of Pittsburg and Antioch. The proposed project may affect the existing visual character or quality of the project area and, therefore, potential visual impacts will be examined in the EIR.

Sources: 1 (page 4-2 & Fig. 4-1), 7

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project would be visible from existing developed areas, and traffic utilizing the proposed roadway would create nighttime headlight and daytime reflective glare. In addition, the proposed project would include streetlights that have the potential to result in light or glare impacts. The EIR will examine the potential of the project to introduce new sources of substantial light and glare in the project vicinity.

Sources: 7, 8

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project area is not identified on maps prepared pursuant to the Farmland Mapping and Monitoring Program. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be converted to non-agricultural use by the proposed project. There would be no impact.

Sources: 7, 18

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The current Contra Costa County zoning designation of the parcels through which the proposed Extension would transit is A-4 Agricultural Preserve. The subject property is occupied by an existing ranching operation that has been in business for over 100 years.

Much of the Extension would go through lands that are under Williamson Act contracts, and which are designated Non-Prime Enrolled Agricultural Land. Non-Prime Land is defined as Open Space Land of Statewide Significance under the California Open Space Subvention Act. Most Non-Prime Land is in agricultural uses such as grazing or non-irrigated crops. However, Non-Prime Land may also include other open space uses that are compatible with agriculture and consistent with local general plans.

Although the proposed Extension would cross lands that are zoned for agricultural use and under Williamson Act contracts it would not ultimately result in a conflict. Ongoing use of the land for agricultural activities would not change, nor would the Williamson Act contracts be terminated. Nevertheless, this potential impact will be evaluated in the EIR.

Sources: 3, 18

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Implementation of the proposed Extension would convert land currently used for grazing to a non-agricultural use. In addition, the proposed project would divide an existing cattle ranch, disrupting the movement of cattle between the north and south side of the ranch. The division of the ranch could reduce the grazing viability of the south side of the ranch, thereby potentially facilitating the conversion of this land to a non-agricultural use. This potential impact will be evaluated in the EIR.

Sources: 7, 18

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Construction of the proposed project would create dust and vehicle exhaust emissions. Upon completion of the Extension, exhaust emissions would be released by vehicles using the Extension. The project area is located in the San Francisco Air Basin and the local air quality agency is the Bay Area Air Quality Management District (BAAQMD). The Bay Area is a non-attainment area for ozone and suspended particulate matter less than 10 microns in diameter (PM₁₀), and either in attainment or unclassified for other state standards such as sulfur dioxide, carbon monoxide and nitrogen dioxide. The BAAQMD adopted its Clean Air Plan (CAP) in 2000. The EIR will examine whether the project would conflict with or obstruct implementation of the CAP.

Sources: 7, 13

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As described above, air emissions would be created by the proposed project during construction and long-term operation of the Extension. Construction impacts on air quality standards will be analyzed in the EIR. The EIR will also analyze traffic-related and area-source long-term air quality impacts.

Sources: 7, 12

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As previously mentioned, the San Francisco Air Basin is currently in non-attainment for PM₁₀

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and ozone. Given that the proposed project would generate PM₁₀ and ozone emissions, the EIR will analyze cumulative air quality impacts associated with implementation of the project.

Sources: 7, 12

d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The BAAQMD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. A residential area is several hundred feet away from the project and, therefore, the EIR will examine whether sensitive receptors would be exposed to substantial pollutant concentrations.

Sources: 7, 12, 13

e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The EIR will analyze the potential for objectionable odors arising from the project.

Sources: 12, 13

IV. BIOLOGICAL RESOURCES --

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Implementation of the project may disrupt habitat for several animal and plant species that are afforded special-status protection by the state and federal governments. Depending on the species, habitat for hunting and foraging, migration routes, and nesting could be disrupted. Suitable habitat for the following special status species either exists or may exist within the

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project area: California red-legged frog, California tiger salamander, Alameda whipsnake, white-tailed kite, golden eagle, western burrowing owl, loggerhead shrike, California horned lark, and San Joaquin kit fox. In addition, special-status plants may potentially exist within or near the roadway alignment. The EIR will analyze the proposed project's potential impacts on special-status species and habitat.

Sources: 1 (pages 9-2 – 9-14), 20

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?



Discussion:

Seasonal wetland habitats and other Waters of the United States and/or State are present within the project area, particularly within the Kirker Creek riparian zone. Riparian vegetation along Kirker Creek could be impacted through the removal of fremont cottonwood, red willow, and arroyo willow trees. This in turn could result in the loss or displacement of wildlife, loss of nesting/denning/foraging habitat, and the associated impacts to small mammals, amphibians, and reptiles that rely on this type of habitat. Potential impacts to these biological resources will be examined in the EIR.

Sources: 1 (pages 9-5 – 9-14), 20

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?



Discussion:

A Biological Resources Analysis was performed in 2003 by Monk and Associates that identified several tributaries and other Waters of the U.S. and/or State that are federally protected under the Clean Water Act. These waters are also protected by the State under Fish and Game Code 1600 the Porter-Cologne Act. Development of the project area may impact these jurisdictional features. An updated biological assessment of the project site will be prepared and will confirm the presence of the previously mapped jurisdictional features and identify new waters, seasonal seeps, wetlands, and ephemeral drainages that are present

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within the project area. The EIR will analyze the project's potential impacts on wetlands.

Sources: 1 (pages 9-5 – 9-14), 20

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Most of the proposed Extension would transit through non-native annual grassland. Removal of non-native grassland would reduce habitat value to common wildlife species. This would force common wildlife to disperse and leave the project area, could result in mortality of animal species that cannot easily leave the area, and could create new habitat for species that are typical of urban environments. Issues involving the movement of migratory fish or wildlife species will be analyzed in the project's EIR.

Sources: 1 (pages 9-5 – 9-14), 20

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Both the County and City General Plans have policies encouraging the protection of biological resources. Potential conflicts with these policies will be examined in the EIR.

Sources: 1 (pages 9-5 – 9-14), 16 (pages 8-3 – 8-16)

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The Final East Contra County Habitat Conservation Plan (ECCCHCP) was approved by seven member agencies, including the City and County in October 2006. As stated by the ECCCHCP (page ES-3), "The primary goal of this Plan is to obtain authorization for take of covered species under [the Endangered Species Act and the Natural Community

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Conservation Planning Act] for future urban development in the cities of Clayton, Pittsburg, Brentwood, and Oakley and specific areas of unincorporated Contra Costa County in accordance with approved land use plans. Covered activities within these approved urban boundaries are broadly defined to include all ground-disturbing activities controlled by permit holders via their land use planning process. Covered activities will also include specific rural infrastructure projects outside these urban boundaries that will support urban growth..."

The Extension is one of the specific rural infrastructure projects named as being covered under the ECCCHCP. Project conformance with the ECCCHCP will be examined in the EIR.

Sources: 7, 10, 11

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

One site, Thomas Ranch (Abrams Ranch) is eligible for the National Register of Historic Places because of its importance as a good example of early 20th century ranch buildings, illustrative of Contra Costa County's ranching history. Depending on the ultimate Area of Potential Effect (APE) delineation, the Extension may impact this historic resource. Other historic resources might be discovered in the course of project construction. As such, the EIR will analyze potential impacts of the project on historic resources.

Sources: 1 (pages 9-25 – 9-32), 7

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

One pre-historic site has been recorded along the northern boundary of the general project area, although it is not within the roadway alignment itself. Also, the project would cross some creek corridors; such areas are considered relatively more likely to contain archaeological resources. Thus, project construction could result in a substantial adverse change in the significance of an archeological resource. The EIR will conduct a comprehensive cultural resources assessment of the project area to determine whether the project would result in significant impacts to archaeological resources. The cultural resources assessment will include a records search at the Northwest Information Center, a review of other inventories and directories, an interested party consultation, and a field study.

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<i>Sources: 2, 7</i>				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Although none are known to exist in the project vicinity, project construction may disturb a unique paleontological resource or site or unique geologic feature. The cultural resources assessment prepared for the EIR will provide archival and background research and include a field survey to determine the project's potential to impact these resources.

Sources: 1 (pages 9-25 – 9-32), 7

d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As stated previously, one pre-historic site has been recorded along the northern boundary of the project area. Although it is not within the roadway alignment itself, it and other archeological resources might be discovered during construction. Similarly, project construction may disturb previously undiscovered human remains. The EIR will address these potential impacts.

Sources: 1 (pages 9-25 – 9-32), 7

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project area is not located in an Alquist-Priolo Earthquake Fault Zone. The closest fault is the Greenville-Marsh Creek fault located approximately 3.5 miles to the southwest. A major earthquake on this fault could cause significant groundshaking within the area. In addition, other regional faults could affect the project. The EIR will address potential seismic hazards.

Sources: 1 (pages 10-2 – 10-14), 7, 14

ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

See response to VI.a) i), above.

Sources: 1 (pages 10-2 – 10-14), 7, 14

iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Soils most susceptible to liquefaction are loose, clean, uniformly graded, fine-grained sands. As bedrock units underlie the majority of the project area, the potential for liquefaction in the vicinity of the proposed roadway is low. However, the EIR will examine liquefaction potential along with other geologic hazards.

Sources: 1 (pages 10-2 – 10-14), 7, 14

iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Numerous landslides have been identified within the vicinity of the proposed roadway alignment. Landside remediation would be required to stabilize slopes adjacent to the proposed project pursuant to geotechnical recommendations. The EIR will examine potential landslide hazards and the extent of the required remediation.

Sources: 1 (pages 10-2 – 10-14), 7, 14

b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Site soils are potentially subject to moderate to high rates of erosion, and extensive grading associated with the proposed project could pose erosion risks. This potential impact will be

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examined in the EIR.

Sources: 1 (pages 10-2 – 10-14 and 9-14 – 9-18), 7

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The potential for the proposed project to be located on a geologic unit or soil that is unstable and potentially result in off-site impacts will be studied in the EIR

Sources: 1 (pages 10-2 – 10-14), 7

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Surficial soils within the project area predominantly consist of clay and have moderate to severe expansion potential. The EIR will address the potential of the project to create substantial risks to life or property based on the expansive nature of the soils.

Sources: 1 (pages 10-2 – 10-14), 7

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No septic tanks would be installed and no wastewater would be generated by the proposed project. No impact would result.

Source: 7

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:

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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Construction of the Extension would have no reasonably foreseeable effect on the number and volume of hazardous materials shipments in the vicinity. In addition, traffic would be diverted from Buchanan Road, which adjoins a large number of residences, to the more sparsely populated Extension route, thereby reducing the number of people potentially exposed to accidental releases from such shipments. Nevertheless, hazardous materials would still be transported along the proposed Extension and, therefore, the potential for the project to create a significant hazard will be examined in the EIR.

Sources: 1 (pages 10-19 – 10-22), 7

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

See response to VII.a), above. Potential impacts will be evaluated in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No schools are located within one-quarter mile of the proposed project. The closest school (Foothill Elementary School) is about 0.5 miles away. No impact would result.

Sources: 7, 15

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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or the environment?

Discussion:

The project would not be located on any site listed pursuant to Government Code Section 65962.5. There would be no impact associated with this project.

Sources: 1 (pages 10-19 – 10-22), 7, 21

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project site is not located within an airport land use plan. The closest airport is Buchanan Field, which is located in the City of Concord, CA (over nine miles from the project site). No impact would result.

Sources: 7, 15, 16 (pages 5-23 – 5-29)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project is not in the vicinity of a private airstrip. There would be no impact.

Sources: 7, 15, 16 (pages 5-23 – 5-29)

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would provide a through connection from Somersville Road to Kirker Pass Road. Implementation of the Extension would create an alternative to State Route 4 as an east-west route from Concord to Antioch. This alternative would be considered a benefit for emergency preparedness and evacuation. There would be no adverse impact.

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Source: 7

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?



Discussion:

The proposed project would transect grassland adjacent to a residential area, and portions of the route are classified as being in a moderate fire hazard zone. The project's operational activities as well as construction operations may increase the risk of wildfires in the area. This impact will be examined in the EIR.

Sources: 1 (Fig. 9-1), 7, 8

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?



Discussion:

The City and 16 other Contra Costa County co-permittees are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB). The proposed project would be required to meet the requirements of the NPDES permit. A C-3 stormwater management plan, which will include a hydrograph modification analysis, will also need to be developed and will be evaluated as part of the EIR. In addition, the EIR will examine whether the project would violate any water quality standards or waste discharge requirements.

Source: 19

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing



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land uses or planned uses for which permits have been granted)?

Discussion:

No impacts on groundwater are anticipated from the project. However, the proposed project would increase the amount of impervious surface within the project area. The EIR will address whether the increase in impervious surface would substantially deplete groundwater supplies or interfere with groundwater recharge.

Sources: 7, 8

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project would alter the existing drainage pattern of the project area, which may result in alteration of the course of Kirker Creek and other small ephemeral streams. In addition, the project site contains soils considered moderately to highly susceptible to erosion and, therefore, the project may result in substantial erosion or siltation on- or off-site. The EIR will analyze the project's potential impacts to both of these environmental issues.

Sources: 7, 8

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As previously noted, the proposed project may result in the alteration of the existing drainage pattern of the project area. The EIR will analyze the project's potential on- and offsite flooding impacts.

Sources: 7, 8

e) Create or contribute runoff water

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which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The proposed project would generate increased runoff as a result of the additional impervious surface that would be created. The Contra Costa County Flood Control and Water Conservation District will be consulted during EIR preparation to determine whether this additional runoff water would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Additionally, a hydrograph modification analysis will be conducted as part of the project's C.3 requirements. The results of the hydrograph modification analysis, the project's consistency with the City's Stormwater Management Plan for the Kirker Creek Watershed Drainage Area (Chapter 15.104, Pittsburg Municipal Code), and the project's potential impacts related to stormwater runoff will be presented in the EIR.

Sources: 7, 8

f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed Extension would increase the amount of impervious surface within the project area through the construction of hardscape features resulting in an increase in stormwater runoff. Runoff from the Extension could contain pollutants with the potential to impact water quality, such as fuel and lubricant leaks from vehicles. Temporary effects of construction activities would result in soil disturbance and could lead to an increase in soil erosion and sedimentation of streams and drainage channels. Operation and maintenance of construction equipment could also result in fuel and lubricant spillage.

Although the project would be required to implement best management practices (BMPs) as part of the NPDES requirements, pollutants may enter Kirker Creek and other water courses within the project area and contribute to regional water quality impacts. Therefore, the EIR will analyze the project's potential to substantially degrade water quality.

Sources: 7, 8

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Insurance Rate Map or other flood hazard delineation map?

Discussion:

The project does not propose construction or placement of housing. No impact would result.

Sources: 7, 16 (pages 10-26 – 10-32)

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project area is outside of a 100-year flood hazard area. No impact would result.

Sources: 7, 16 (Fig. 10-8)

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project area is not located in the vicinity of a levee or dam. No impact would result.

Sources: 7, 16 (pages 10-26 – 10-32)

j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The absence of any oceans, seas or large lakes in the project vicinity precludes the possibility of inundation by seiche or tsunami. In addition, the project area is not susceptible to mudflows given the high clay soils and groundwater depth. Therefore, no impact would result.

Sources: 7, 16 (pages 10-26 – 10-32)

IX. LAND USE AND PLANNING -

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

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The project area is surrounded by open space to the west and south and residential development to the east and north. The proposed project would not physically divide an established community because the Extension would not bisect the residential developments adjacent to the site. Therefore, no impact would result.

Sources: 7, 8

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Goal 2-P-72 of the City's General Plan states "Pursue construction of the Buchanan Extension, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Road to destinations east of Pittsburg." Policies within the City and County General Plans adopted for the purpose of avoiding or mitigating an environmental effect will be examined in the EIR.

In addition, the EIR will examine the project's potential conflicts with existing utility right-of-ways and/or easements.

Sources: 1 (page 2-59), 7, 17

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed Extension is one of the specific rural infrastructure projects named as being covered under the ECCCHCP. Project conformance with the ECCCHCP will be examined in the EIR.

Sources: 7, 10

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a

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known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are no known mineral resources located within the project area, and the project would not result in the loss of availability of such resources. There would be no impact.

Sources: 7, 16 (pages 8-33 – 8-41)

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

See response to X.a), above.

XI. NOISE Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The closest existing residence is located between 300 and 400 feet north of the project area. This residence and other neighboring residences would likely experience increased noise and vibration levels from both construction activities and from the traffic that would use the Extension. Noise impacts will be examined in the EIR.

Sources: 7, 8

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

See IX.a), above.

c) A substantial permanent increase in ambient noise levels in the project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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vicinity above levels existing without the project?

Discussion:

New traffic that would use the Extension would increase permanent ambient noise levels. This impact will be examined in the EIR.

Sources: 7, 8

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☒
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☐

Discussion:

Construction activities would increase temporary ambient noise levels. This impact will be examined in the EIR.

Sources: 7, 8

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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☒

Discussion:

The project site is not located within an airport land use plan nor within two miles of a public airport or public use airport. Therefore, no impact would result.

Sources: 7, 15

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐
☐
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Discussion:

The project area is not located within the vicinity of a private airstrip. No impact would result.

Sources: 7, 15

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING --

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?



Discussion:

The proposed project could potentially induce population growth to the area by creating a new roadway, thereby potentially enabling new development. The EIR will evaluate impacts on population growth.

Sources: 7, 8

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?



Discussion:

The proposed project would not displace substantial numbers of existing housing, since there is only one residential structure on the subject property and it would not be removed for the project. Therefore, no impact would result.

Sources: 7, 8

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?



Discussion:

The proposed project would not displace any people, necessitating the construction of replacement housing elsewhere. Therefore, no impact would result.

Sources: 7, 8

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically

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James Donlon Boulevard Extension Project
October 2007

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No reasonably foreseeable impacts on fire protection would result from the project. To the extent that traffic conditions would improve, fire protective services would be enhanced. There would be no negative impact.

Sources: 1 (page 11-14), 7

Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No reasonably foreseeable impacts on police protection would result from the project. To the extent that traffic conditions would improve, police services would be enhanced. There would be no negative impact.

Sources: 7, 8

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would not create or increase demand for schools. There would be no impact.

Sources: 7, 8

Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would not increase demand for local and regional parks in the project vicinity. There would be no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Sources: 7, 8</i>				
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project would have no impacts on the need for other public facilities.

Sources: 7, 8

XIV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would not increase demand on existing neighborhood and regional parks or other recreational facilities. There would be no impact.

Sources: 7, 8

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project does not include nor require the construction or expansion of any recreational facilities. No impact would result.

Sources: 7, 8

XV. TRANSPORTATION/TRAFFIC --

Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Discussion:

The purpose of the proposed project is to reduce overall regional traffic impacts and would result in changes to existing traffic patterns. The EIR will include a detailed traffic and circulation analysis that will be based on traffic counts taken during the a.m. and p.m. peak hours in June 2007. The traffic study will analyze three separate scenarios: Existing Conditions, 2030 No Project With Metering Conditions and 2030 With Project With Metering Conditions. The forecasts will be prepared using the Contra Costa Countywide Travel Demand Model. Impacts from construction traffic, as well as traffic from the proposed project will be addressed in the EIR.

Sources: 1 (pages 7-7 – 7-13), 7, 8

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project's potential impact on level of service standards at signalized intersections, and designated roads and highways will be evaluated in the EIR.

Sources: 1 (pages 7-7 – 7-13), 7, 8

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project would have no effect on air traffic patterns. No impact would result.

Sources: 7, 8

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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October 2007

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The proposed project would be designed to urban highway and rural road highway standards that would avoid design hazards. Furthermore, no incompatible uses are anticipated. No impact would result.

Sources: 7, 8

e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Emergency access on local streets might be affected during project construction. After completion, the project would improve emergency access in the area, as it would relieve traffic congestion and provide more direct east-west access for emergency vehicles. Potential impacts during construction will be examined in the EIR.

Sources: 7, 16 (pages 10-42 – 10-43)

f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Parking on local streets might be affected during construction. After completion, the proposed project would not have any impact on parking. However, potential parking related impacts will be examined in the EIR.

Sources: 3, 8

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project would be consistent with City planning and transportation goals. These goals include:

7-G-1 Achieve service level standards for Basic Route intersections that conform to the Contra Costa Transportation Authority's Growth Management requirements for Routes of Regional Significance at signalized intersections. Define intersections within Pittsburg city limits as being located in rural, semi-rural, suburban, urban, or Downtown areas, as [follows].

- Rural – LOS low C (volume to capacity ratio 0.70 to 0.74)

- | | Potentially
Significant
Impact | Less Than
Significant
with
Mitigation
Incorporated | Less Than
Significant
Impact | No
Impact |
|--|--------------------------------------|--|------------------------------------|--------------|
| <ul style="list-style-type: none"> • Semi - LOS high C (volume to capacity ratio 0.75 to 0.79) • Suburban – LOS low D (volume to capacity ratio 0.80 to 0.84) • Urban – LOS high D (volume to capacity ratio 0.85 to 0.89) • Downtown (CBD) – LOS high D (volume to capacity ratio 0.85 to 0.89) | | | | |

7-G-2 Work with Caltrans and the Contra Costa Transportation Authority to achieve timely construction of programmed freeway interchange improvements.

7-G-3 Coordinate circulation system plans with other jurisdictions' and agencies' plans, including Antioch and Concord, the Contra Costa Transportation Authority, and Caltrans.

7-G-4 Work with the Contra Costa Transportation Authority to manage morning commute traffic from east to Central Contra Costa County by studying and implementing arterial metering management plans.

7-G-5 Provide adequate capacity on arterial roadways to meet LOS standards and to avoid traffic diversion to local roadways or the freeway

As congestion increased on State Route 4, monitor and evaluate the need to implement neighborhood traffic management controls on local streets to eliminate or minimize the impact of diverted traffic.

7-G-6 Locate high traffic-generating uses so that they have direct access or immediate secondary access to arterial roadways.

7-G-7 Complete arterial roadway improvements required to mitigate traffic impacts of an approved project before the project is fully occupied. Arterial improvements should be completed by creating funding sources, which include but are not limited to Traffic Mitigation Fees, Development Agreements, and Assessment Districts.

Potential impacts, as well as the project's consistency with the above goals will be addressed in the EIR.

Sources: 1 (pages 7-13 and 7-15), 7

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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James Donlon Boulevard Extension Project
October 2007

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The proposed project would not require wastewater treatment. No impact would result.

Sources: 7, 8

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No new or expanded water or wastewater treatment facilities would be required as a result of the proposed project. Therefore, no impact would result.

Sources: 7, 8

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

New stormwater drainage would be directed to onsite detention facilities before discharge into the local watershed. Although it is unlikely that either new or expanded stormwater drainage facilities would be required as a result of the project, this impact, as well as the project's consistency with the City's Stormwater Management Plan for Kirker Creek Watershed Drainage Area (Chapter 15.104, Pittsburg Municipal Code) will be examined in the EIR.

Sources: 7, 8

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project would not require the provision of water for the long-term operation of the Extension. However, the proposed project would result in water consumption during the construction of the proposed project. Water use during construction is anticipated to be

CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
October 2007

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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minimal and not be beyond the City's current entitlements or resources. However, the project's EIR will examine potential direct and indirect impacts resulting from construction related water consumption.

Sources: 1 (pages 11-3 – 11-8), 5, 7

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would not create new sources of wastewater that would require treatment. Therefore, no impact would result.

Sources: 1 (pages 11-9 – 11-11), 7, 6, 8

f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Little solid waste would be generated by the proposed project, and project needs are anticipated to be met by existing landfill capacities. The Keller Canyon Landfill, a Class II facility which takes industrial solid waste, is expected to remain in service until at least 2030. The City concluded that buildout of the General Plan would not cause additional waste disposal levels exceeding available capacity. A less than significant impact would result.

Sources: 1 (pages 11-12 – 11-14), 7

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project would comply with all applicable regulatory requirements related to solid waste, and no impact would result.

Sources: 1 (pages 11-12 – 11-14), 7

XVII. MANDATORY FINDINGS OF

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Discussion:</i> The project may result in potentially degrade the quality of the environment, reduce the habitat of a wildlife species or reduce the range of a rare or endangered plant or animal. The project also has the potential to eliminate important examples of major periods of California history or prehistory. The EIR will analyze these potential impacts.</p>				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Discussion:</i> The project may impacts that are individually limited but cumulatively considerable. The potential for cumulative impacts will be addressed in the EIR.</p>				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Discussion:</i> The proposed project may result in environmental effects that will cause substantial adverse effects on human beings. The EIR will examine these potential effects.</p>				

References Cited/Source List

The following information is available in the Planning Department files on the project and is available for review at the Planning Department, located at 65 Civic Avenue in Pittsburg:

1. City of Pittsburg. "Pittsburg 2020: A Vision for the 21st Century." (Pittsburg General Plan.) Adopted November 16, 2001.
2. City of Pittsburg. "Pittsburg 2020: A Vision for the 21st Century. Environmental Impact Report. Certified November 16, 2001.
3. City of Pittsburg. Zoning Ordinance and Map.
4. City of Pittsburg Public Works Department.
5. City of Pittsburg Water System Master Plan. August 2000.
6. City of Pittsburg Wastewater Collection System Master Plan. April 2003.
7. Project Description
8. Field Inspection/Staff Determination
9. California Department of Transportation website (www.dot.ca.gov). Designated Scenic Highways link (http://www.dot.ca.gov/hq/LandArch/scenic_highways/).
10. East Contra Costa County Habitat Conservation Plan, Final, October 2006.
11. Draft East Contra Costa County Habitat Conservation Plan, Final EIR released October 2006.
12. Bay Area Air Quality Management District. "BAAQMD CEQA Guidelines." December 1999.
13. Bay Area Air Quality Management District website (www.baaqmd.gov).
14. Alquist-Priolo Faults website (<http://www.consrv.ca.gov/cgs/rghm/ap/affected.htm>).
15. Google Earth.
16. Contra Costa County General Plan 2005 - 2020, January 18, 2005.
17. Contra Costa County Zoning Map
18. [Catalog: California Department of Conservation, Farmland Mapping and Monitoring Program](#), Dataset: Contra Costa County Important Farmland 2004).
19. State of California, Regional Water Quality Control Board, Guidelines for Construction Projects.
20. Monk and Associates, Biological Resources Analysis Buchanan Road Extension Pittsburg, Contra Costa County, California, September 23, 2002.
21. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm>, accessed May 4, 2007

Appendix A.2

**Notice of Preparation/Initial Study
2012**

Date of Mailing: February 10, 2012

Revised Notice of Preparation

To: Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 212
Sacramento, CA 95814

From: City of Pittsburg
Development Services Department
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
Attn.: Leigha Schmidt, Associate Planner

Responsible and Trustee Agencies,
Utility Providers, Organizations,
Neighboring Property Owners/Occupants,
and Interested Parties

Subject: Revised Notice of Preparation of an Environmental Impact Report

The City of Pittsburg (City) will be the lead agency and will prepare an environmental impact report (EIR) for the proposed James Donlon Boulevard Extension Project (project). This Notice of Preparation (NOP) has been sent pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines to announce the initiation of the EIR process and to solicit comments from responsible and trustee agencies, utility providers, organizations, neighboring property owners, and interested parties concerning the scope of issues to be addressed in the EIR. Refer to the Probable Environmental Effects listed below to determine whether your concerns have already been identified. Please focus your comments on the project's potential environmental impacts and recommendations for methods of avoiding, reducing or otherwise mitigating those impacts. If you are a governmental agency with discretionary authority over initial or subsequent aspects of this project, describe that authority and provide comments regarding potential environmental effects that are germane to your agency's area of responsibility. **Please note that the City provided a previous NOP on October 23, 2007. Since that time the Project Description has been revised and, therefore, the City is providing a Revised NOP.**

Project Title: James Donlon Boulevard Extension Project

Project Location: The proposed project would be a public right-of-way constructed through two privately-owned properties (APNs 089-050-056 and 089-020-011). These two properties are proposed for annexation to the City as part of the roadway extension project. In addition, slope easements or roadway widening along Kirker Pass Road may affect five additional properties (APNs 089-050-055, 075-060-007, 089-020-009, 089-020-014 and 089-020-015). Six of the seven parcels comprising the project area are located within unincorporated Contra Costa County, near the western limits of the City of Antioch and the southern limits of City of Pittsburg. Parcel No. 089-050-055 is city-owned and is already within located within city limits. Refer to Figure 1 (Regional Location Map) and Figure 2 (Local Vicinity Map) for a depiction of the project area.

Project Description: The City of Pittsburg (City) proposes the construction of a 1.71-mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision (Sky Ranch

*Development Services Department
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
Phone: (925) 252-4920*

II) to Kirker Pass Road. The proposed project would provide a limited access arterial roadway to serve regional circulation needs and relieve existing traffic congestion on Buchanan Road, which currently receives a high volume of commute traffic between the City of Antioch and Concord. The extension of James Donlon Boulevard would provide an alternative access route that would link the eastern portion of Contra Costa County (e.g., the cities of Brentwood, Antioch and Pittsburg) to the central portion of Contra Costa County (e.g. the cities of Concord and Walnut Creek). In addition to the extension of James Donlon Boulevard, the City proposes to upgrade Kirker Pass Road from Nortonville Road to the City limit line (approximately 0.63 mile) from a four-lane rural road to a four-lane urban road. A northbound to eastbound free right-turn from Kirker Pass Road to the extension of James Donlon Boulevard is also proposed.

The project site is currently located within unincorporated Contra Costa County (County). To facilitate construction of the roadway extension, the City proposes to annex two privately-owned properties through which the roadway would cross totaling approximately 475 acres. A General Plan Amendment and Rezoning to designate the properties Open Space are also proposed. In addition, the City proposes to annex the Kirker Pass Road right-of-way from Nortonville Road to the City limit line and, thus, that portion of Kirker Pass Road would become a City-maintained right-of-way.

Probable Environmental Effects: The purpose of the EIR is to provide full disclosure, in advance, of the potential environmental impacts that would result from implementation of the proposed project. The EIR will analyze the extent to which the project design and alternatives would result in significant environmental impacts and will identify appropriate project modifications or mitigation measures to reduce or eliminate these impacts. Issues that will be examined include the following:

- Aesthetics – Impacts on scenic vistas, scenic resources and visual quality. Creation of new sources of light and glare
- Agriculture Resources – Impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act contract.
- Air Quality – Short-term construction and long-term-operational impacts to air quality. Global climate change impacts.
- Biological Resources – Impacts on candidate, sensitive or special-status species, riparian habitat or other sensitive natural community, federally protected wetlands, or wildlife movement. Conformance with the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan.
- Cultural Resources – Impacts on historic, archaeological and/or paleontological resources.
- Geology and Soils – Impacts resulting from seismic ground shaking, landslides and expansive soils, development on unstable soils and fill, and soil erosion and loss of topsoil from grading and earthwork.
- Hazards and Hazardous Materials – Impacts resulting from transportation of hazardous materials and wildland fire risks.
- Hydrology and Water Quality – Impacts from stormwater runoff and erosion during construction and changes in drainage patterns. Impacts on surface water quality.
- Land Use and Planning – Consistency with General Plan policies.
- Noise – Short-term construction and long-term operational noise and vibration impacts.
- Population and Housing – Inducement of new population growth.
- Transportation/Traffic – Impacts from short-term construction activities and cumulative traffic.

Creation of inadequate parking and emergency access.

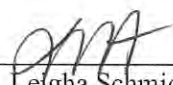
- Utilities and Service Systems – Impacts on water supply.

Scoping: The City invites written comments on the scope of the EIR and alternatives that should be considered. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, **but no later than 30 days after receipt of this notice**. Written comments should be sent to Leigha Schmidt, Associate Planner, at the mailing address above by **5:00 p.m. on March 12, 2012**.

Comments should focus on identifying specific environmental impacts to be evaluated during the EIR process and suggesting project modifications or alternatives that would be less environmentally damaging while achieving similar project objectives. Scoping comments should focus on issues and alternatives to be studied, not on expressing a preference for a particular alternative.

If you wish to be placed on a mailing list to receive further information as the project progresses, please contact Leigha Schmidt at (925) 252-4015, LSchmidt@ci.pittsburg.ca.us or the mailing address above.

Date: February 10, 2012

Signature: 

Title: Leigha Schmidt, Associate Planner

Reference: California Code of Regulations, Title 14, (State CEQA Guidelines) Sections 15082(A), 15103, 15375



LEAD AGENCY:
CITY OF PITTSBURG
Civic Center, 65 Civic Avenue
Pittsburg, CA 94565
Telephone: (925) 252-4920 • FAX: (925) 252-4814

CEQA INITIAL STUDY CHECKLIST

1. **Project title:** James Donlon Boulevard Extension
2. **Contact person and phone number:** Leigha Schmidt, Associate Planner
City of Pittsburg – Planning Division
(925) 252-4015
LSchmidt@ci.pittsburg.ca.us
3. **Project location:** The proposed project would be a public right-of-way constructed through two privately-owned properties (APNs 089-050-056 and 089-020-011). These two properties are proposed for annexation to the City as part of the roadway extension project. In addition, slope easements or roadway widening along Kirker Pass Road may affect five additional properties (APNs 089-050-055, 075-060-007, 089-020-009, 089-020-014 and 089-020-015). Six of the seven parcels comprising the project area are located within unincorporated Contra Costa County, near the western limits of the City of Antioch and the southern limits of the City of Pittsburg. Parcel No. 089-050-055 is city-owned and is already located within city limits. Figure 1 (Regional Map) shows the subject property's regional location in the County. Figure 2 (Vicinity Map) shows the immediate project area.
4. **Project sponsor's name and address:** City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
5. **General plan designations:** The subject properties have a County General Plan Designation of Agricultural Lands and a City General Plan designation of Open Space, Utility Right-of-Way, and Hillside Low Density Residential.
6. **Zoning:** The subject properties are zoned A-4 (Agricultural Preserve) by the County. The properties were pre-zoned OS (Open Space) and HPD (Hillside Planned District) by the City.
7. **Description of project:**

Please note that the City provided a previous Initial Study (IS) on October 23, 2007. Since that time the Project Description has been revised and, therefore, the City is providing a Revised IS.

The City of Pittsburg (City) proposes the construction of a 1.71-mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision (Sky Ranch II) to Kirker Pass Road (Refer to Figures 1 and 2). The proposed project would provide a limited access arterial roadway to serve regional circulation needs and relieve

CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
February 2012

existing traffic congestion on Buchanan Road, which currently receives a high volume of commute traffic between the City of Antioch and Concord. The extension of James Donlon Boulevard would provide an alternative access route that would link the eastern portion of Contra Costa County (e.g., the cities of Brentwood, Antioch and Pittsburg) to the central portion of Contra Costa County (e.g. the cities of Concord and Walnut Creek). In addition to the extension of James Donlon Boulevard, the City proposes to upgrade Kirker Pass Road from Nortonville Road to the City limit line (approximately 0.63 mile) from a four-lane rural road to a four-lane urban road. A northbound to eastbound free right-turn from Kirker Pass Road to the extension of James Donlon Boulevard is also proposed.

The project site is currently located within unincorporated Contra Costa County (County). To facilitate construction of the roadway extension, the City proposes to annex two privately-owned properties through which the roadway would cross totaling approximately 475 acres. A General Plan Amendment and Prezoning to designate the properties Open Space are also proposed. In addition, the City proposes to annex the Kirker Pass Road right-of-way from Nortonville Road to the City limit line and, thus, that portion of Kirker Pass Road would become a City-maintained right-of-way. Approximately 70 acres of right-of-way and slope easements through portions of the two-privately owned properties would be required for project implementation.

The portion of the proposed project constructed to a four-lane configuration, at the Kirker Pass Road intersection, would be designed to urban road standards with medians, curbs, gutters, sidewalks and streetlights. The two-lane portion of the proposed Project would be designed to rural road standards. Kirker Pass Road from Nortonville Road to the City limit line would be upgraded from rural road standards to urban road standards. Finally, the profile of Kirker Pass Road would be raised to provide acceptable grades at the intersection with James Donlon Boulevard (refer to Figures 3, 4, and 5, Project Alignments).

The intersection configuration at Kirker Pass Road and James Donlon Boulevard would maintain the existing alignment of Kirker Pass Road and create a four-way signalized intersection with proposed Montreux Drive as the eastbound approach, proposed James Donlon Boulevard as the westbound approach and Kirker Pass Road as the northbound/southbound approaches.

There are several Pacific Gas & Electric (PG&E) transmission lines that traverse the project area. It would be necessary to relocate several of the transmission towers in order to implement the proposed project. In addition, Kinder Morgan has a ten-inch, high-pressure, natural gas pipeline within the project area that may require lowering in certain locations.

Grading and excavation for the proposed project would require substantial cut and fill due to the steep terrain within the project area. Grading activities may require the export of native soils and the import of engineered fill material. Approximately 2,878,000 cubic yards of grading would be required for the roadway. Additionally, landslides have been

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identified within the project area and would require remediation prior to the start of construction activities. Where landslide deposits are found to underlie fill, these areas would be overexcavated and replaced as engineered-fill. In addition, the project would

utilize a buttressing technique to support slopes at a 2:1 gradient. This technique would minimize the grading required in several cut slopes within the project area.

The proposed project would include culverts and bridges, as necessary, in order to cross several existing stream and drainage features, including Kirker Creek. Culverts would be sized to facilitate 100-year storm events. The proposed culverts and bridges would require construction within these drainage features. Additional culverts of various sizes would also be provided to accommodate wildlife movement and cattle ranch operations crossing James Donlon Boulevard. In addition, the wildlife movement corridors would be located in accordance with the Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) requirements and designed for the type of species that would utilize the corridor. As part of the project's water quality Best Management Practices, stormwater detention and treatment facilities would be provided at locations along the James Donlon Boulevard extension. Storm drainage networks would be configured to discharge toward logical stream and drainage crossings to maintain existing drainage patterns and minimize erosion potential. In accordance with the Contra Costa Clean Water Program, bio-retention facilities would be designed and implemented to address stormwater quality from the additional impervious surface area that would result from the proposed project.

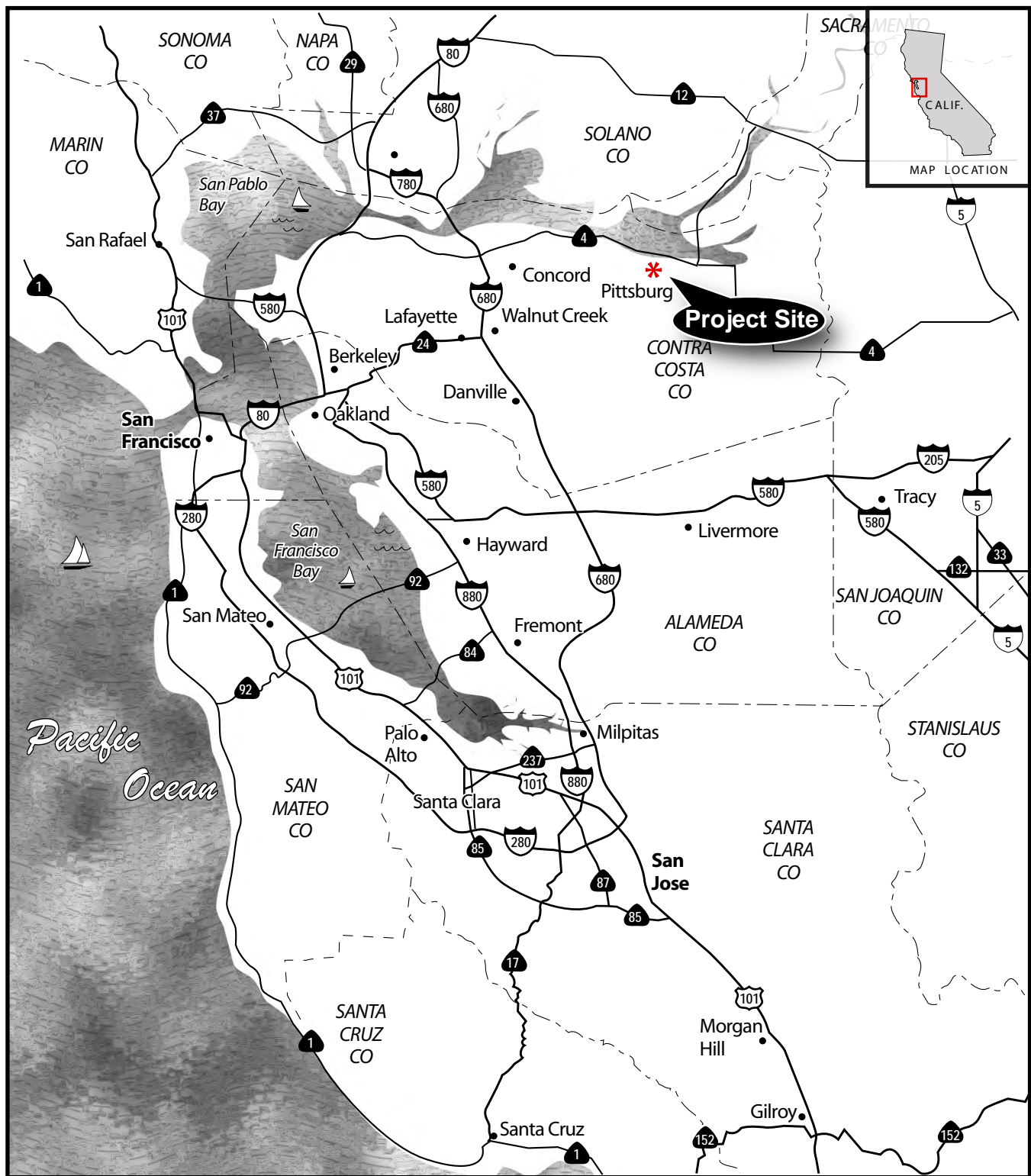
Landscaping, consistent with City-approved landscaping themes, would be provided for the proposed medians using native drought-tolerant species and ornamental vegetation. In addition, areas outside the roadway would be revegetated using a native seed mixture.

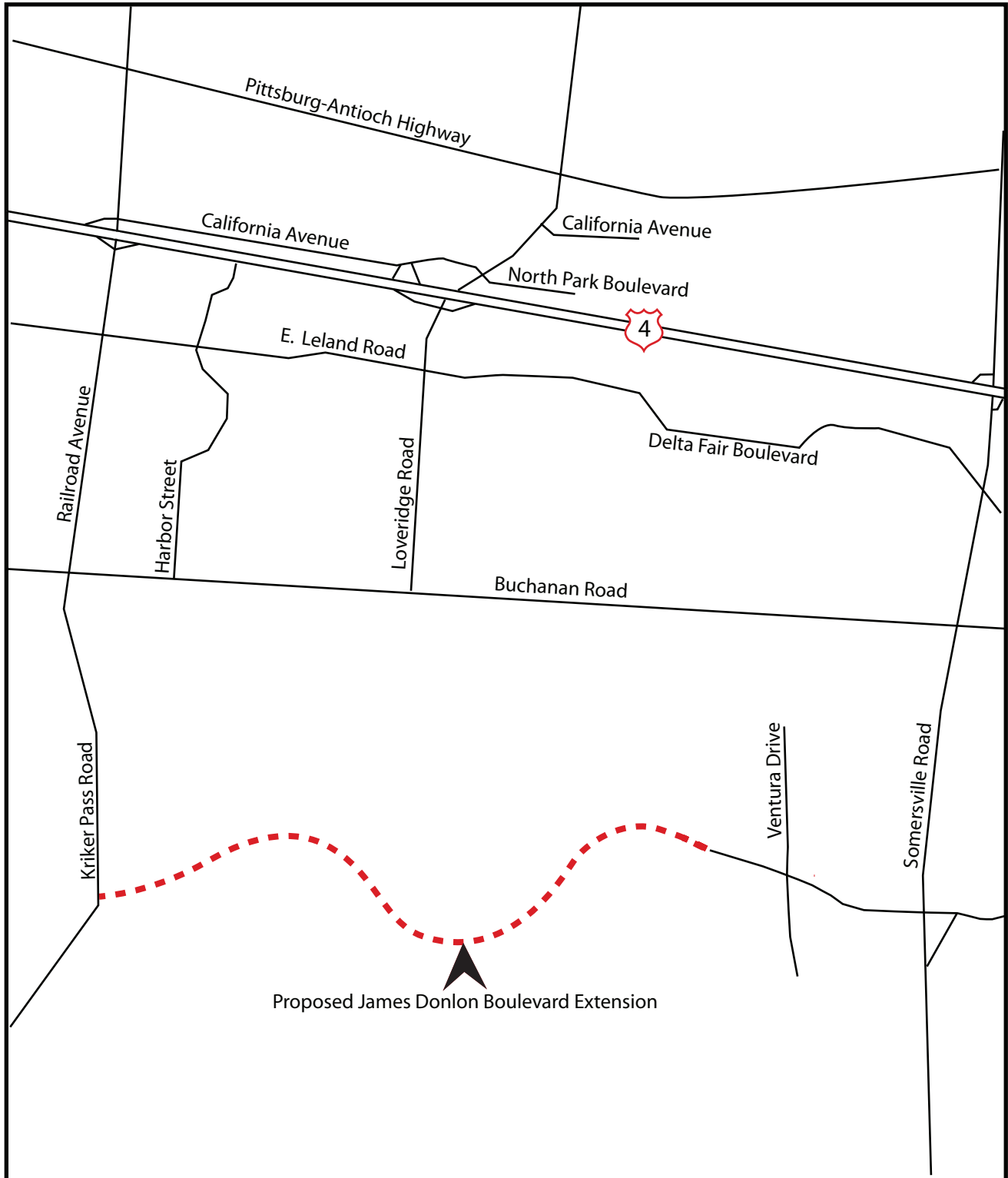
8. Surrounding land uses and setting:

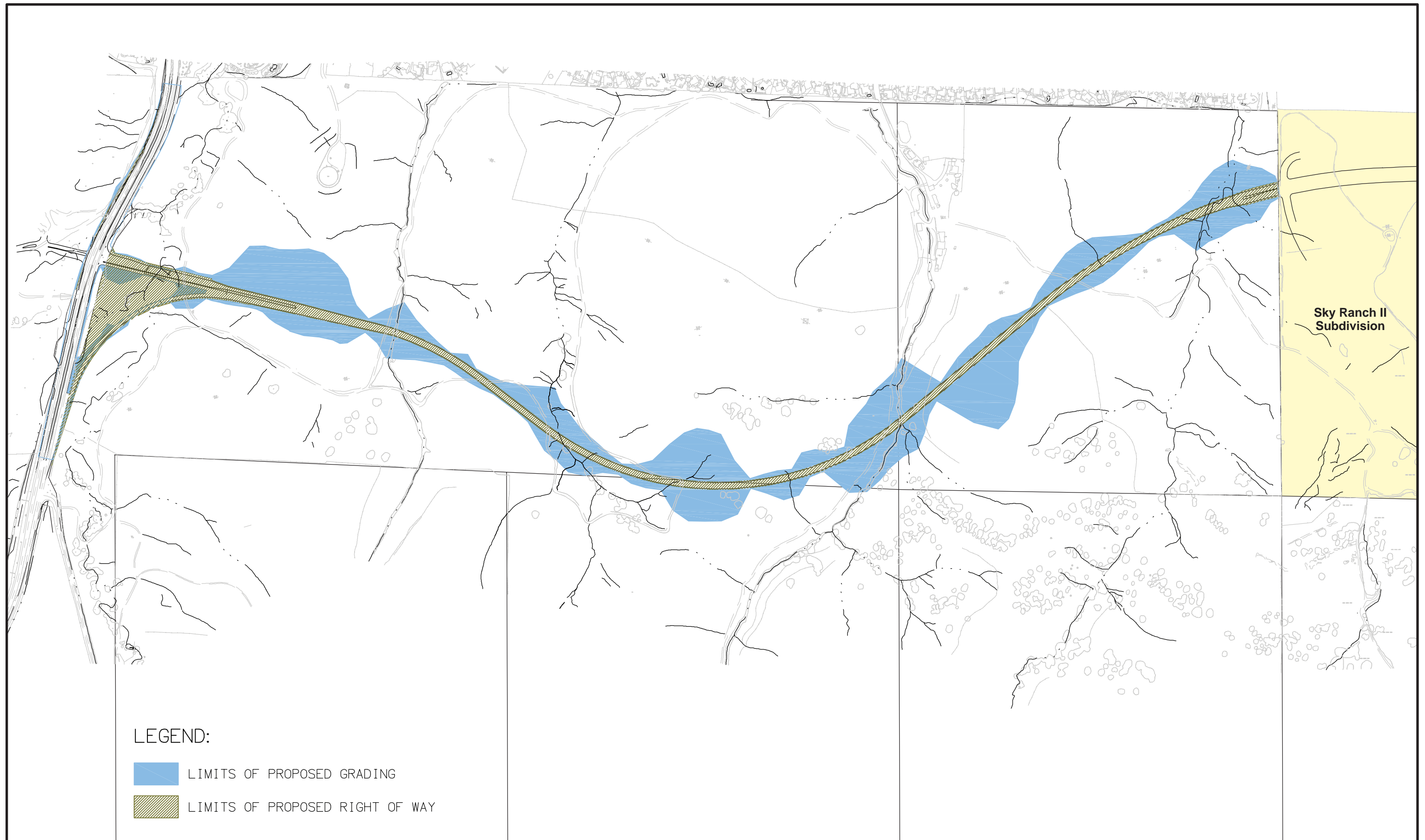
There are a variety of land uses surrounding the project area. Bordering the properties to the north are single-family residential units. The approved Sky Ranch II Subdivision is located east of the proposed project area. Property to the west of the project area, across Kirker Pass Road, is undeveloped; however, the City is currently processing an application to subdivide the approximately 148-acre site into single-family residential lots, known as the Montreux Subdivision. Property to the south of the project area is undeveloped agricultural land and open space.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

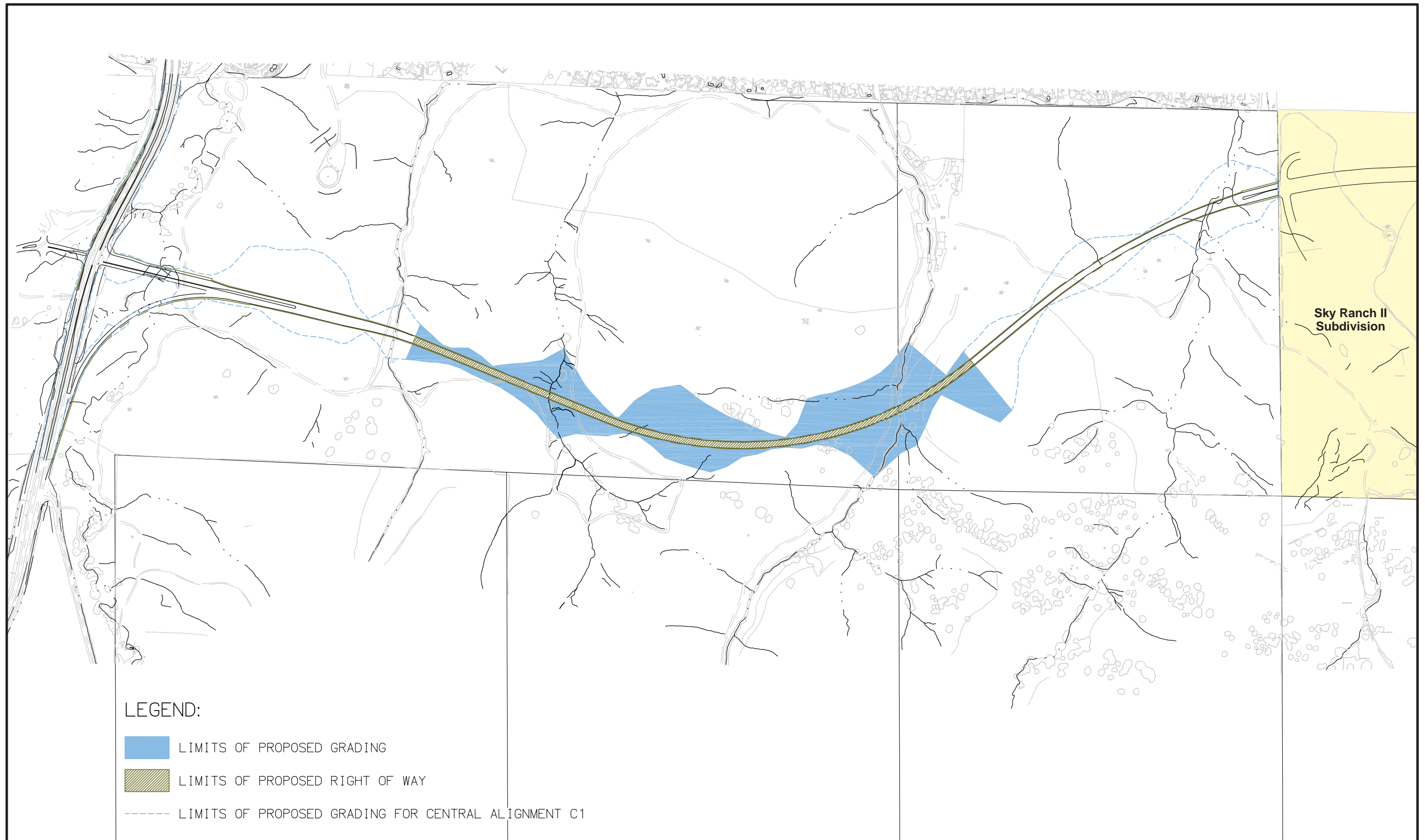
U.S. Fish and Wildlife Service, Army Corps of Engineers, California Department of Fish and Game, California Department of Transportation, Contra Costa County Local Agency Formation Commission, San Francisco Bay Regional Water Quality Control Board, Contra Costa Flood Control and Water Conservation District, East Contra Costa County Habitat Conservancy, Pacific Gas and Electric, and Kinder Morgan Energy Partners.



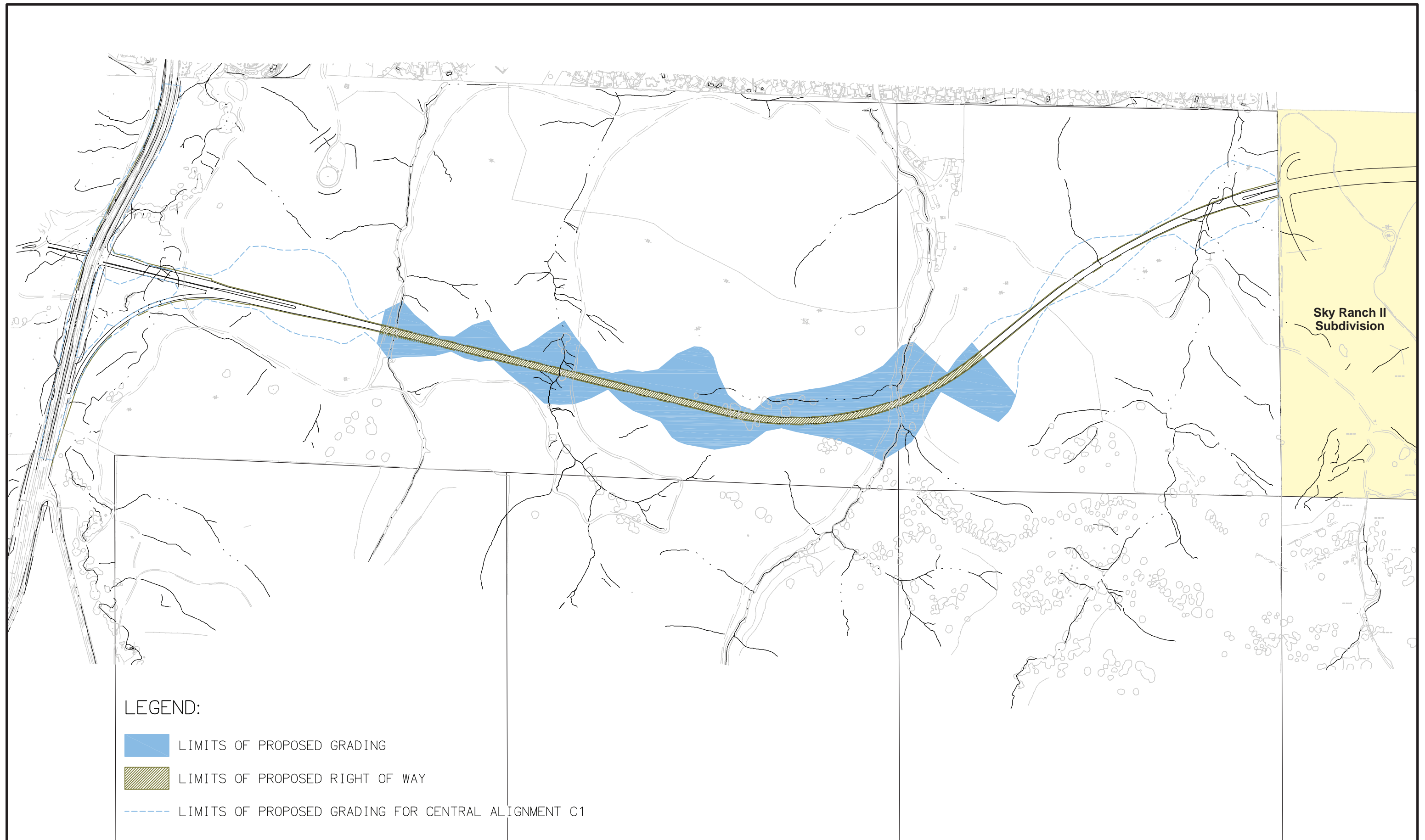




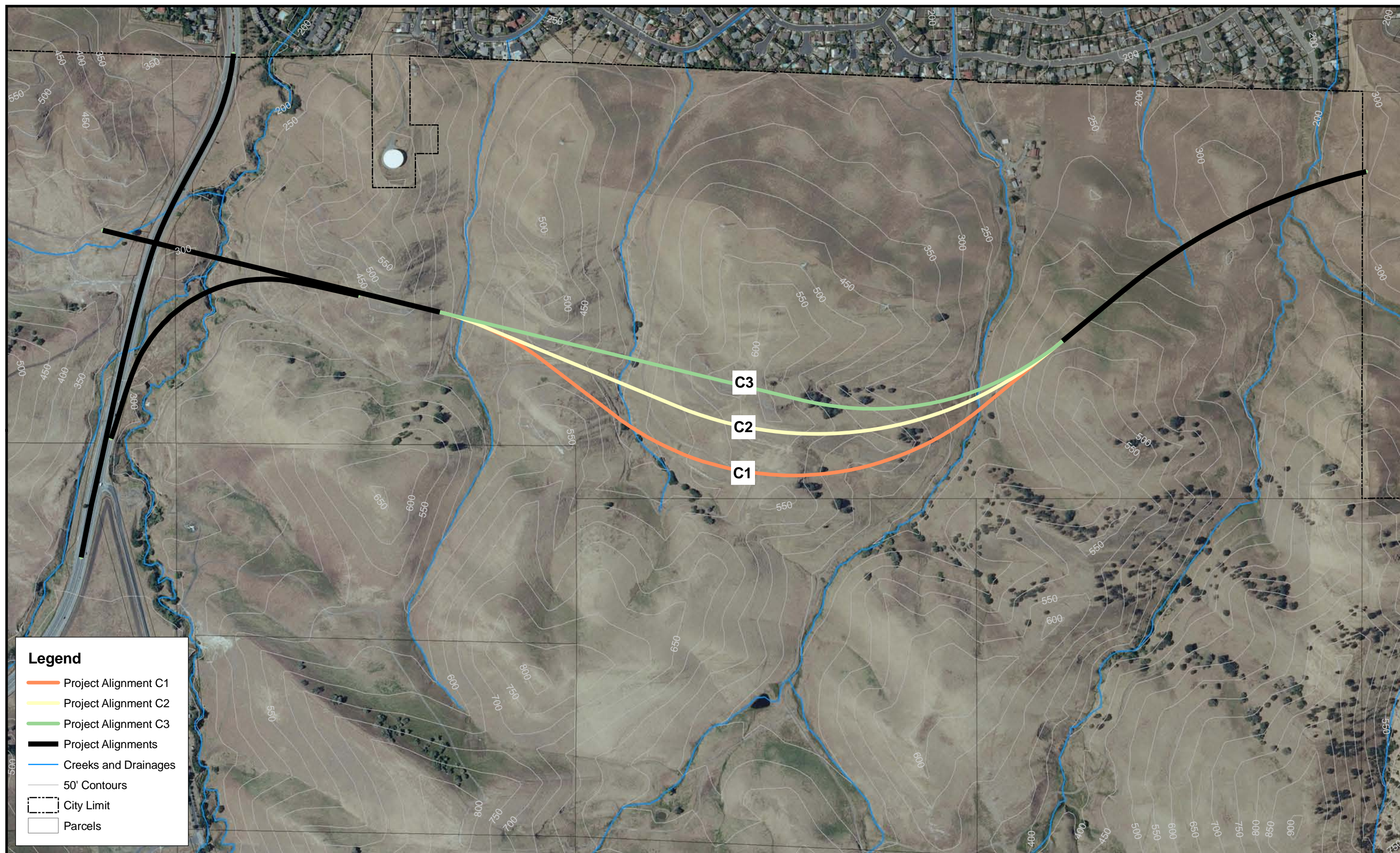
Source: RBF Consulting (2012)



Source: RBF Consulting (2012)



Source: RBF Consulting (2012)



Source: Contra Costa County GIS (Parcels, Contours, City Limits, Creeks); RBF Consulting; NAIP 2010 (Aerial Imagery).

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Check marks are indicated by the following symbol: ☒

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology /Soils
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology / Water Quality
<input checked="" type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input checked="" type="checkbox"/> Utilities / Service Systems	<input checked="" type="checkbox"/> Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: RBF Consulting

Signature

Date

Reviewed By: Dana Hoggatt Ayers, Planning Manager

Signature

Date

INTRODUCTION:

The City provided a previous Initial Study (IS) on October 23, 2007 indicating that an Environmental Impact Report (EIR) would be prepared for this proposed project. Since that time, regulatory changes have occurred, such as changes to the State *CEQA Guidelines*. In addition, project refinements have resulted in a change to the project description. Therefore, the City is providing this revised IS, which reflects the changes to both the project description and the State *CEQA Guidelines*. This IS has been revised from the October 2007 IS in order to identify potentially significant impacts to the environment resulting from the implementation of the proposed roadway extension, which would be a limited east-west arterial roadway in the undeveloped hills south of the City. Implementation of the proposed project would result in the construction of approximately 1.71 miles of roadway that would extend from the western edge of the Sky Ranch II Subdivision to Kirker Pass Road. The four-lane portion of James Donlon Boulevard at the Kriker Pass Road intersection would be designed to urban road standards, while the two-lane portion of James Donlon Boulevard would be designed to rural road standards. In addition to the extension of James Donlon Boulevard, the City proposes to upgrade Kirker Pass Road from Nortonville Road north to the City limit line (approximately 0.63 mile) from a four-lane rural road to a four-lane urban road. The City has determined that an Environmental Impact Report (EIR) will be prepared for the proposed project, based upon the information presented in this IS, because the proposed project may have one or more significant impacts.

EVALUATION OF ENVIRONMENTAL IMPACTS:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project area is not identified as a scenic vista in the Contra Costa County General Plan or City General Plan. A scenic ridgeway is identified in the County's General Plan and located south of the proposed project. The construction of the proposed project would include streetlights and hillside grading that could be visible from the public right-of-way (e.g., Kirker Pass Road). The visual impact of the proposed project from the surrounding viewshed will be examined in the EIR.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The Contra Costa County General Plan has designated portions of Kirker Pass Road and Nortonville Road as scenic routes. State Route (SR) 4 from the County line east to the intersection with Railroad Avenue in Pittsburg is an Eligible State Scenic Highway and is located approximately 5.5 miles east of the proposed project; however it is not officially designated as such. Contra Costa County has one Officially Designated State Scenic Highway, which is SR-24/Interstate 680 which extends from the east portal of the Caldecott Tunnel to the Alameda County line; however, this route is located 11.5 miles southwest and is blocked from view by existing topography. A scenic route is a road, street, or freeway that traverses a scenic corridor of relatively high visual or cultural value. It consists of both the scenic corridor and the public right-of-way. A scenic corridor consists of much of the adjacent area that can be seen from the road. Given that the proposed project would connect at Kirker Pass Road, a County designated scenic route, the project could affect scenic resources, and this potential impact will be examined in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project would cross several currently undeveloped hills and ridges, and the project's streetlights and hillside grading could be visible from existing developed areas in the cities of Pittsburg and Antioch. The proposed project may affect the existing visual character or quality of the project area and, therefore, potential visual impacts will be examined in the EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project could be visible from existing developed areas, the scenic ridgeway identified in the County General Plan, and the Black Diamond Mines Regional Preserve. Traffic utilizing

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the proposed roadway would create nighttime headlight and daytime reflective glare. In addition, the proposed project would include streetlights that have the potential to result in light or glare impacts. The EIR will examine the potential of the project to introduce new sources of substantial light and glare in the project vicinity.

II. AGRICULTURE AND FORESTRY

RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

According to the 2010 Farmland Mapping and Monitoring Program (FMMP), APN 089-050-

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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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056 is considered non-prime farmland. The project area is not identified on the 2010 FMMP maps as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. A portion of the property, the northeast corner, is potentially Farmland of Local Importance. The remaining project area is considered grazing land. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be converted to non-agricultural use by the proposed project. There would be no impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The current Contra Costa County zoning designation of the parcels through which the proposed project would transit is A-4 (Agricultural Preserve). The subject properties are occupied by an existing ranching operation that has been in business for over 100 years. A portion of the northeast corner of the project area is potentially Farmland of Local Importance. The remaining project area is considered grazing land.

Much of the proposed project would go through lands that are under Williamson Act contracts, and which are designated Non-Prime Enrolled Agricultural Land. Non-Prime Land is defined as Open Space Land of Statewide Significance under the California Open Space Subvention Act. Most Non-Prime Land is in agricultural uses such as grazing or non-irrigated crops. However, Non-Prime Land may also include other open space uses that are compatible with agriculture and consistent with local general plans.

Although the proposed project would cross lands that are zoned for agricultural use and under Williamson Act contracts, it would not ultimately result in a conflict. Culverts of various sizes would be provided to accommodate cattle ranch operations requiring access to ranchland south of the proposed James Donlon Boulevard. Ongoing use of the land for agricultural activities would not change, nor would the Williamson Act contracts be terminated. Nevertheless, this potential impact will be evaluated in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Government Code section 51104(g))?

Discussion:

The project site and immediate surrounding properties do not contain any forest land. The proposed project would not conflict with existing zoning and would not cause rezoning of forest land or timberland. No impacts are expected to occur.

d) Result in the loss of forest land or conversion of forest land to non-forest land?

☐
☐
☐
☒

Discussion:

The project site and immediate surrounding properties do not contain any forest land. No impacts resulting in the loss of forest land or conversion of forest land to non-forest use are expected to occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

☒
☐
☐
☐

Discussion:

Implementation of the proposed Extension would convert land currently used for grazing to a non-agricultural use. In addition, the proposed project would divide an existing cattle ranch, disrupting the movement of cattle between the north and south side of the ranch; however, culverts of various sizes would be provided to accommodate cattle ranch operations requiring access to ranchland south of the proposed James Donlon Boulevard. The division of the ranch could reduce the grazing viability of the south side of the ranch, even with culverts, thereby potentially facilitating the conversion of this land to a non-agricultural use. This potential impact will be evaluated in the EIR. The proposed project does not traverse forest land; therefore, the proposed project would not change the existing environment from forest land to non-forest land.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?



Discussion:

Construction of the proposed project would create dust and vehicle exhaust emissions. Upon completion of the James Donlon Boulevard extension, exhaust emissions would be released by vehicles using the new roadway. The project area is located in the San Francisco Air Basin and the local air quality agency is the Bay Area Air Quality Management District (BAAQMD). The Bay Area is a non-attainment area under federal and state standards for ozone and suspended particulate matter less than 2.5 microns in diameter (PM_{2.5}), non-attainment status under state standards for particulate matter less than 10 microns in diameter (PM₁₀) and either attainment or unclassified for other state standards such as sulfur dioxide, carbon monoxide and nitrogen dioxide. The BAAQMD adopted its Clean Air Plan (CAP) in 2010. The EIR will examine whether the project would conflict with or obstruct implementation of the CAP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?



Discussion:

As described above, air emissions would be created by the proposed project during construction and long-term operation of the new roadway. The proposed project is not expected to add traffic to the existing network, but rather redistribute traffic patterns, thus alleviating existing and forecasted traffic congestion on Buchanan Road. Construction impacts on air quality standards will be analyzed in the EIR. The EIR will also analyze traffic-related and area-source long-term air quality impacts.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

As previously mentioned, the San Francisco Air Basin is currently in non-attainment under federal and state standards for ozone and PM_{2.5} and non-attainment under state standards for PM₁₀. The EIR will analyze cumulative air quality impacts associated with implementation of the project.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Land uses determined to be "sensitive" to air quality include hospitals, schools, convalescent and acute care facilities, residential areas, parks and recreation areas, and churches. The nearest residence is between 300 and 400 feet north of the proposed project, a residential area is approximately 425 feet north of the proposed project, and the Black Diamond Mines Regional Preserve's northern boundary is approximately one mile south of the proposed project. Therefore, the EIR will examine whether sensitive receptors would be exposed to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The EIR will analyze the potential for objectionable odors arising from the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?



Discussion:

Implementation of the proposed project may disrupt habitat for several animal and plant species that are afforded special-status protection by the state and federal governments. Depending on the species, habitat for hunting and foraging, migration routes, and nesting could be disrupted. Suitable habitat for the following special status species either exists or may exist within the project area: California red-legged frog, California tiger salamander, Alameda whipsnake, white-tailed kite, golden eagle, western burrowing owl, loggerhead shrike, California horned lark, and San Joaquin kit fox. In addition, special-status plants may exist within or near the roadway alignment. The EIR will analyze the proposed project's potential impacts on special-status plant and animal species and habitat.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?



Discussion:

Seasonal wetland habitats and other waters of the United States and/or State are present within the project area, particularly within the Kirker Creek riparian zone. Riparian vegetation along Kirker Creek could be impacted through the removal of vegetation, such as Fremont cottonwood, red willow, and arroyo willow trees. Potential impacts to these biological resources will be examined in the EIR.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Perennial and intermittent streams are anticipated to occur within the project area. A Biological Resources Analysis was performed in 2003 by Monk and Associates that identified several tributaries and other Waters of the U.S. and/or State that are federally protected under the Clean Water Act. These waters are also protected by the State under Fish and Game Code 1600, the Porter-Cologne Act. Development of the project area may impact these jurisdictional features. An updated biological assessment of the project site will be prepared and will confirm the presence of the previously mapped jurisdictional features and identify new waters, seasonal seeps, wetlands, and ephemeral drainages that are present within the project area. The EIR will analyze the project's potential impacts on wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The majority of the proposed project would transit through non-native annual grassland. Removal of non-native grassland would reduce habitat value to common wildlife species. The proposed project would provide culverts of various sizes to accommodate wildlife movement and cattle ranch operation requiring access to the south side of the proposed James Donlon Boulevard. However, the proposed project could force common wildlife to disperse and leave the project area, could result in mortality of animal species that cannot easily leave the area, and could create new habitat for species that are typical of urban environments. Issues involving the movement of migratory fish or wildlife species will be analyzed in the project's EIR.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Both the County and City General Plans have policies encouraging the protection of biological resources. Potential conflicts with these policies will be examined in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The Final East Contra Costa County Habitat Conservation Plan (ECCCHCP) was approved by seven member agencies, including the City and County in October 2006. The ECCCHCP and Implementation Agreement were approved by the East Contra Costa County Habitat Conservancy in May 2007. In October and November 2007, the cities of Brentwood, Clayton, Oakley, and Pittsburg, and Contra Costa County approved ordinances requiring future development projects to comply with the ECCCHCP. The ordinances took effect in January 2008.

As stated by the ECCCHCP (page ES-3), "The primary goal of The ECCCHCP is to obtain authorization for take of covered species under [the Endangered Species Act and the Natural Community Conservation Planning Act] for future urban development in the cities of Clayton, Pittsburg, Brentwood, and Oakley and specific areas of unincorporated Contra Costa County in accordance with approved land use plans. Covered activities within these approved urban boundaries are broadly defined to include all ground-disturbing activities controlled by permit holders via their land use planning process. Covered activities will also include specific rural infrastructure projects outside these urban boundaries that will support urban growth..."

The proposed project is one of the specific rural infrastructure projects named as being covered under the ECCCHCP. Project conformance with the ECCCHCP will be examined in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

One site, Thomas Ranch (Abrams Ranch) is eligible for the National Register of Historic Places because of its importance as a good example of early 20th century ranch buildings, illustrative of Contra Costa County's ranching history. The proposed project is not anticipated to impact this historic resource; however, impacts will be analyzed through the Area of Potential Effect (APE) delineation and Cultural Resources Survey, as well as the EIR. Undocumented historic resources might be discovered in the course of project construction. As such, the EIR will analyze potential impacts of the project on historic resources.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

One pre-historic site has been recorded along the northern boundary of the general project area, although it is not within the roadway alignment itself. The proposed project would cross creek and drainage corridors, which are generally considered likely to contain archaeological resources. Thus, project construction could result in a substantial adverse change in the significance of an archeological resource. The EIR will conduct a comprehensive cultural resources assessment of the project area to determine whether the proposed project would result in significant impacts to archaeological resources. The cultural resources assessment will include a records search at the Northwest Information Center, a review of other inventories and directories, an interested party consultation, and a field study. The EIR will analyze potential impacts of the project on historic resources.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Although there are no known paleontological resources within the project vicinity, project construction may disturb an undocumented resource or site or unique geologic feature. The

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cultural resources assessment prepared for the EIR will provide archival and background research and include a field survey to determine the project's potential to impact these resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As stated previously, one historic site and one pre-historic site have been recorded in the project area. There is the potential for construction activities to disturb previously undiscovered human remains. The EIR will address these potential impacts.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project area is not located in an Alquist-Priolo Earthquake Fault Zone. The closest fault is the Greenville-Marsh Creek fault located approximately 3.5 miles to the southwest. A major earthquake on this fault could cause significant groundshaking within the area. In addition, other regional faults could affect the project. The EIR will address potential seismic hazards.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

See response to VI.a) i, above.

iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Soils most susceptible to liquefaction are loose, clean, uniformly graded, fine-grained sands. As bedrock units underlie the majority of the project area, the potential for liquefaction in the vicinity of the proposed roadway is low. However, the EIR will examine liquefaction potential along with other geologic hazards.

iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Numerous landslides have been identified within the vicinity of the proposed roadway alignment. Landslide remediation, as outlined in the project description, would be required to stabilize slopes adjacent to the proposed project pursuant to geotechnical recommendations. The EIR will examine potential landslide hazards and the extent of the required remediation.

b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Site soils are potentially subject to moderate to high rates of erosion, and extensive grading associated with the proposed project could pose erosion risks. This potential impact will be examined in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The potential for the proposed project to be located on a geologic unit or soil that is unstable and potentially result in off-site impacts will be studied in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Surface soils within the project area predominantly consist of clay and have moderate to severe expansion potential. The EIR will address the potential of the project to create substantial risks to life or property based on the expansive nature of the soils.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

No septic tanks would be installed and no wastewater would be generated by the proposed project. No impact would result.

VII. GREENHOUS GAS EMISSIONS --

Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Global climate change is an international phenomenon and the regulatory background and scientific data are changing rapidly. In 2006, the California state legislature adopted AB 32, the California Global Warming Solutions Act of 2006. Assembly Bill (AB) 32 describes how global climate change would affect the environment in California. The impacts described in AB 32 include changing sea levels, changes in snow pack and availability of potable water,

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changes in storm flows and flood inundation zones, and other impacts.

As required by AB 32, California Air Resources Board (CARB) determined that the statewide greenhouse gas (GHG) emissions level shall be based on the level set in 1990. On December 6, 2007 CARB approved a statewide GHG emissions limit to be achieved by 2020 that is equivalent to that level

The primary source of GHG emissions from the proposed project would be mobile sources. Emissions would also occur from both construction activities and operation activities associated with the proposed project. The operation of the proposed project is not expected to result in an increase in mobile sources, but rather a redistribution of existing and previously forecasted mobile sources. Impacts related to GHGs and climate change stemming from the proposed project will be evaluated within the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☒ ☐ ☐ ☐

Discussion:

The EIR will examine whether the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. Refer to VII.a for additional information.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☒ ☐ ☐ ☐

Discussion:

The California Highway Patrol and the California Department of Transportation designate permitted routes for the transport of hazardous materials, which include major freeways and highways in the County. According to the County General Plan, the County does not designate hazardous material transportation routes, but instead uses the routes identified by the state and federal agencies. The City's General Plan identifies Loveridge Road, Pittsburg-Antioch Highway, Tenth Street/Willow Pass, and North Parkside Drive as designated hazardous material transport routes. The proposed project is not identified as a hazardous

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materials transport route and neither are the adjoining roadways. There is the potential for the occasional transport of hazardous materials along James Donlon Boulevard, only if there is a specific destination adjacent to the proposed project area. Traffic would be diverted from Buchanan Road, which adjoins a large number of residences, to a more sparsely populated route, thereby reducing the number of people potentially exposed to the occasional transport of hazardous materials.

The hazardous materials anticipated to be transported to and from the site during construction include petroleum based products (i.e., gasoline, motor oil, etc.) needed for construction and construction equipment. During operation of the proposed project, hazardous materials would include any petroleum based products required for the vehicles accessing the new roadway. Even though the proposed project is not anticipated to create a significant hazard through the routine transport, use or disposal of hazardous materials, the potential for the project to create a significant hazard will be examined in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Potential impacts that may result from construction and operation of the proposed project may include the accidental release of petroleum based products used in construction equipment and vehicles that will ultimately use James Donlon Boulevard. There is a ten-inch, high-pressure, natural gas pipeline in the project vicinity which may require lowering. The site has historically been ranched, with possibility of herbicide and pesticide use as well as other hazardous materials associated with agricultural and ranch land activity. Potential impacts will be evaluated in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No schools are located within one-quarter mile of the proposed project. The closest school

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(Foothill Elementary School) is more than 0.5 miles away. No impact would result.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion:</i> The project would not be located on any site listed pursuant to Government Code Section 65962.5. There would be no impact associated with this project.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion:</i> The project site is not located within an airport land use plan. The closest airport is Buchanan Field, which is located in the City of Concord, CA (more than nine miles from the project site). No impact would result.				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion:</i> The project is not in the vicinity of a private airstrip. There would be no impact.				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Discussion:

The proposed project would provide a through connection from Somersville Road to Kirker Pass Road. Implementation of the proposed project would create an alternative to State Route 4 and to the local use of Buchanan Road as east-west routes from Concord to Antioch. This alternative would be considered a benefit for emergency response and emergency evacuation plans, as traffic congestion on surrounding roads such as Buchanan Road, would be relieved by the new roadway, thus providing an additional route option. There would be no adverse impact.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?



Discussion:

The proposed project would transect grassland adjacent to a residential area, and portions of the route are classified as being in a moderate fire hazard zone. The project's operational activities as well as construction operations may increase the risk of wildfires in the area. This impact will be examined in the EIR.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?



Discussion:

The City and 16 other Contra Costa County co-permittees are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB). The proposed project would be required to meet the requirements of the NPDES permit. A stormwater management plan would be developed and would be evaluated as part of the EIR. The EIR will examine whether the proposed project would violate any water quality standards or waste discharge requirements.

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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

No impacts on groundwater are anticipated from the proposed project. However, the proposed project would increase the amount of impervious surface within the project area. The EIR will address whether the increase in impervious surface would substantially deplete groundwater supplies or interfere with groundwater recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project would potentially alter the existing drainage pattern of the project area, which may result in alteration of the course of Kirker Creek and other small ephemeral streams. Storm drainage networks would be configured to discharge toward logical stream crossings to maintain existing drainage patterns. This may result in substantial erosion or siltation on- or off-site. The EIR will analyze the project's potential impacts to both of these environmental issues.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As previously noted, the proposed project may result in the alteration of the existing drainage pattern of the project area. Storm drainage networks would be configured to discharge toward logical stream crossings to maintain existing drainage patterns. In addition, the proposed project would increase the amount of impervious surface within the project area. The EIR will analyze the project's potential to impact on- and off-site flooding.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?



Discussion:

The proposed project would generate increased runoff as a result of the additional impervious surface that would be created. The proposed project's stormwater drainage system would follow the Caltrans Design Manual procedures. Storm drainage networks would be configured to discharge toward logical stream crossings to maintain existing drainage patterns. In accordance with the Contra Costa Clean Water Program, bio-retention facilities would be designed and implemented to address stormwater quality from the additional impervious surface area that would result from the proposed project. Additionally, a stormwater management plan would be developed for the proposed project. The results of the stormwater management plan, the project's consistency with the City's Stormwater Management Plan for

the Kirker Creek Watershed Drainage Area (Chapter 15.104, Pittsburg Municipal Code), and the project's potential impacts related to stormwater runoff will be presented in the EIR. The proposed project will require a Storm Water Pollution Prevention Plan (SWPPP) for runoff associated with construction activities and a Storm Water Control Plan to meet the post-construction Municipal Regional Permit requirements.

f) Otherwise substantially degrade water quality?



Discussion:

The proposed project would increase the amount of impervious surface within the project area through the construction of hardscape features resulting in an increase in stormwater runoff. Runoff from James Donlon Boulevard could contain pollutants with the potential to impact water quality, such as fuel and lubricant leaks from vehicles. Temporary effects of

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construction activities would result in soil disturbance and could lead to an increase in soil erosion and sedimentation of streams and drainage channels. Operation and maintenance of construction equipment could also result in fuel and lubricant spillage.

The project would be required to comply with the Contra Costa Clean Water Program and implement best management practices (BMPs) as part of the NPDES requirements. The proposed project will require a SWPPP for runoff associated with construction activities and a Storm Water Control Plan to meet the post-construction Municipal Regional Permit requirements. However, pollutants may enter Kirker Creek and other water courses within the project area and contribute to regional water quality impacts. Therefore, the EIR will analyze the project's potential to substantially degrade water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project does not include the construction of housing. No impact would result.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would build a roadway which crosses drainages; however, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM),

panels 06013C0307F and 06013C0326F, the proposed project is located in Zone X, which is outside of a 100-year flood hazard area. No impact would result.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project area is not located in the vicinity of a levee or dam. No impact would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The absence of any oceans, seas or large lakes in the project vicinity precludes the possibility of inundation by seiche or tsunami. In addition, the project area is not susceptible to mudflows given the high clay soils and groundwater depth. Therefore, no impact would result.

X. LAND USE AND PLANNING - Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project area is surrounded by open space to the west and south and residential development to the east and north. The proposed project would not physically divide an established community because the proposed project would not bisect existing development adjacent to the site. Therefore, no impact would result.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Goal 2-P-72 of the City's General Plan states: "Pursue construction of the Buchanan Extension, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Road to destinations east of Pittsburg." The County General Plan identifies the Buchanan Road Bypass as a "proposed route of regional significance". Policies within the City and County General Plans adopted for the purpose of avoiding or mitigating an environmental effect will be examined in the EIR.

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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The proposed project is one of the specific rural infrastructure projects named as being covered under the ECCCHCP. For further discussion on the ECCCHCP refer to Biological Resources IV.f. Project conformance with the ECCCHCP will be examined in the EIR.

XI. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

There are no known mineral resources located within the project area, and the project would not result in the loss of availability of such resources. There would be no impact.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

See response to XI.a, above.

XII. NOISE Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The closest existing residence is located between 300 and 400 feet north of the project area. This residence and other neighboring residences would likely experience increased noise and vibration levels from both construction activities and from the traffic that would use the new roadway. Noise impacts will be examined in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?



Discussion:

See XII.a, above. Noise impacts will be examined in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?



Discussion:

The James Donlon Boulevard extension would redistribute traffic from Buchanan Road to James Donlon Boulevard. This redistribution of traffic would add a noise source to the south, where none currently exists. This impact will be examined in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?



Discussion:

Construction activities would temporarily increase ambient noise levels. This impact will be examined in the EIR.

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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project is not located within an airport land use plan nor is it within two miles of a public airport or public use airport. Therefore, no impact would result.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project area is not located within the vicinity of a private airstrip. No impact would result.

XIII. POPULATION AND HOUSING --

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project is being evaluated in order to relieve existing traffic congestion on Buchanan Road by providing a limited access arterial roadway to serve the region's circulation needs. Although this new roadway would alleviate existing congestion, it could potentially induce population growth to the area by enabling new development. The EIR will evaluate impacts on population growth.

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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project would not displace existing housing. One residential structure is located within the project area; however, it would remain in place. No relocations would result from the proposed project; therefore, no impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would not displace any people, necessitating the construction of replacement housing elsewhere. Therefore, no impact would result.

XIV. PUBLIC SERVICES

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No reasonably foreseeable impacts on fire protection would result from the project. To the extent that traffic conditions would improve, fire protective services, such as emergency response times, could be enhanced. There would be no negative impact.

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Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

No reasonably foreseeable impacts on police protection would result from the project. To the extent that traffic conditions would improve, police services, such as emergency response times, could be enhanced. There would be no negative impact.

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would redistribute existing traffic within the City. It would not create or increase demand for schools. There would be no impact.

Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would redistribute existing traffic within the City. It would not increase demand for local and regional parks in the project vicinity. There would be no impact.

Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would redirect existing traffic within the City. The proposed project would have no impacts on the need for other public facilities.

XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would redistribute traffic within the City. It would not increase demand on existing neighborhood and regional parks or other recreational facilities. There would be no impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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Discussion:

The proposed project would redistribute traffic within the City. It does not include nor require the construction or expansion of any recreational facilities. No impact would result.

XVI. TRANSPORTATION/TRAFFIC --

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

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Discussion:

The proposed project is currently identified in the City General Plan and the ECCCHCP. The purpose of the proposed project is to reduce overall regional traffic congestion and would result in changes to existing traffic patterns. The EIR will include a detailed traffic and circulation analysis which will include a consistency analysis with existing plans, policies, and ordinances pertaining to the effectiveness of the circulation network. Impacts from the proposed project will be addressed in the EIR.

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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The purpose of the proposed project is to reduce overall regional traffic congestion by redistributing existing traffic. The proposed project's potential impact on level of service standards at signalized intersections, and designated roads and highways will be evaluated in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project would have no effect on air traffic patterns. No impact would result.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The proposed project would be designed to Caltrans urban highway and rural road highway standards that would avoid design hazards. Furthermore, no incompatible uses are anticipated. No impact would result.

e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Emergency access on local streets might be affected during project construction. After completion, the proposed project would improve regional traffic congestion, which could

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ultimately improve emergency response times and provide more direct east-west access for emergency vehicles. Potential impacts during construction will be examined in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The County's General Plan identifies Kirker Pass Road as a proposed bicycle route. There are no current City designations for Kirker Pass Road or James Donlon Boulevard. The four-lane portion of James Donlon Boulevard at the Kirker Pass Road intersection would be designed to urban road standards, which include sidewalks. Kirker Pass Road from Nortonville Road to the City limit line would also be improved to urban road standards. The proposed project's consistency with adopted policies, plans, and programs will be evaluated in the EIR.

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would extend James Donlon Boulevard, therefore, it would not generate wastewater. The proposed project would not require wastewater treatment. No impact would result.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
February 2012

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

Discussion:

No new or expanded water or wastewater treatment facilities would be required as a result of the proposed project. Therefore, no impact would result.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?



Discussion:

Stormwater would be directed to onsite detention facilities before discharge into the local watershed. The proposed project's stormwater drainage system would follow the Caltrans Design Manual procedures. The storm drainage networks would be configured to discharge toward stream crossings such that existing drainage patterns would be maintained. Although it is unlikely that either new or expanded stormwater drainage facilities would be required as a result of the proposed project, this impact, as well as the project's consistency with the City's

Stormwater Management Plan for Kirker Creek Watershed Drainage Area (Chapter 15.104, Pittsburg Municipal Code) will be examined in the EIR. The proposed project will require a SWPPP for runoff associated with construction activities and a Storm Water Control Plan to meet the post-construction Municipal Regional Permit requirements.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?



Discussion:

The proposed project would not require the provision of water for the long-term operation of the James Donlon Boulevard extension. No irrigation would be required for median landscaping. However, the proposed project would result in water consumption during the construction of the proposed project. Water use during construction is anticipated to be minimal and not be beyond the City's current entitlements or resources. However, the project's EIR will examine potential direct and indirect impacts resulting from construction related water consumption.

CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
February 2012

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project would not create new sources of wastewater that would require treatment. Therefore, no impact would result.

f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion:

Minimal solid waste would be generated by the proposed project, and project needs are anticipated to be met by existing landfill capacities. The Keller Canyon Landfill, a Class II facility which takes industrial solid waste, is expected to remain in service until 2030. The City concluded that buildout of the General Plan would not cause additional waste disposal levels exceeding available capacity. The proposed project, as identified in the City's General Plan, is included in the City's calculations. A less than significant impact would result.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion:

The project would comply with all applicable regulatory requirements related to solid waste, and no impact would result.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

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



Discussion:

The proposed project could potentially degrade the quality of the environment, reduce the habitat of a wildlife species or reduce the range of a rare or endangered plant or animal. The proposed project also has the potential to eliminate important examples of major periods of California history or prehistory. The EIR will analyze these potential impacts.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?



Discussion:

The proposed project may include impacts that are individually limited but cumulatively considerable. The potential for cumulative impacts will be addressed in the EIR.

CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
February 2012

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The proposed project may result in environmental effects that will cause substantial adverse effects on human beings. The EIR will examine these potential effects.

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CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
February 2012

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East Contra Costa County Habitat Conservation Plan, Final, May 2007.

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Monk and Associates, Biological Resources Analysis Buchanan Road Extension Pittsburg, Contra Costa County, California, September 23, 2002.

Appendix A.3
Public Comment Letters
2007

**CONTRA COSTA
WATER DISTRICT**

1331 Concord Avenue
P.O. Box H20
Concord, CA 94524
(925) 688-8000 FAX (925) 688-8122

November 21, 2007

VIA FACSIMILE (925)252-4814
Hard Copy to Follow

Directors
Joseph L. Campbell
President

Elizabeth R. Anello
Vice President

Bette Boatman
John A. Burgh
Karl L. Wandry

Walter J. Bishop
General Manager

Mr. Jason Burke
Planning & Building Dept.
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

**Subject: Notice of Preparation for a Draft Environmental Impact Report for the
James Donlon Blvd. Extension Project**

Dear Mr. Burke:

The Contra Costa Water District (CCWD) is in receipt of a request for comments on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) on the proposed 1.9 mile extension of James Donlon Blvd. in an unincorporated area of Contra Costa County near the southern limits of the City of Pittsburg and between the Sky Ranch II Project to the north and Kirker Pass Road to the South. It is expected that the roadway project will impact approximately 100 acres across two miles of undeveloped range land.

CCWD manages and maintains water facilities that are owned and operated by the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal as well as a number of untreated water laterals. CCWD provides wholesale water service from the United States Bureau of Reclamation to the City of Pittsburg who in turn provides retail water service. At this time, no water service is provided to area where the extension of James Donlon Blvd is proposed.

CCWD would request that the James Donlon Blvd EIR consider the following:

1. The proposed extension of James Donlon Blvd is outside of the City of Pittsburg and is outside of the Contra Costa Water District. This area has no entitlements to allow for the provision of water service on either a temporary or long term basis.
2. The proposed extension of James Donlon Blvd connects to the eastern portion of the Sky Ranch II development. Sky Ranch II is outside of the City of Pittsburg and outside of the Contra Costa Water District. In October 2007, the City of Pittsburg on behalf of Sky Ranch II developers submitted an application for an annexation and CVP inclusion.
3. The project description should describe the relationship of the extension of James Donlon Blvd within Sky Ranch II to the extension of James Donlon Blvd west of Sky Ranch II to Kirker Pass Road.

Jason Burke
City of Pittsburg
November 21, 2007
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4. The area surrounding the James Donlon Blvd extension (from Sky Ranch II to Kirker Pass Road) of approximately 697 acres has been approved by Pittsburg voters to be included within an expanded urban limit line. However, this area has yet to be annexed to the City of Pittsburg and is not part of the service area of the Contra Costa Water District.
5. There should be some discussion of the likely development within the expanded urban limit line area surrounding the James Donlon Blvd roadway extension. If for example the area surround the roadway improvement will be annexed by the City of Pittsburg and CCWD prior to construction of the roadway then water related services could be fully available to support the roadway expansion.
6. Under CCWD regulations any proposed use of water will require that the area where such water will be used be annexed to the CCWD service area. In addition, any use of water will require review by the United States Bureau of Reclamation for inclusion to its Central Valley Project area. Before water service entitlements are established, United States Bureau of Reclamation review will require National Environmental Policy Act (NEPA). Of particular importance for the NEPA review is the Endangered Species Act and Cultural Resources (Section 106 of the National Historic Preservation Act). If there is Federal Funding associated with the roadway extension then a NEPA review is necessary and the City of Pittsburg may wish to consider addressing the use of Central Valley Project water.
7. The NOP should clearly define the amount of construction water that will be needed as well as the degree of permanent landscaping that will be included. CCWD intends to further consult with the United States Bureau of Reclamation regarding the use of Central Valley Project water for construction only.
8. CCWD operates and maintains the Contra Costa Canal that is located north and parallel to the extension of James Donlon Blvd. An analysis of the impacts from drainage associated with the roadway project on the Contra Costa Canal is required. It is likely that a portion or all of the drainage from the new road will need to be diverted under the Contra Costa Canal. It is possible that such facilities would need to be expanded or have limited capacity to accept additional runoff.

In response to questions raised in the October 17, 2007 letter from RBF Consulting, the firm putting together the EIR on the project, the following responses are provided:

1. What is the current and projected water capacity for the District: annual use in acre-feet, daily flow in cfs and peak demand in MGD? *CCWD has a contract with the Central Valley Project for up to 195,000 acre-feet per year of raw water. Annual demand for water is currently approximately 125,000 acre-feet per year.*
2. What is the projected water demand for the project area based on the Information provided? *For irrigating the landscaped areas of the 100-acre project (approximately 30-acres), water use would be about 100-acre feet per year. For*

Jason Burke
City of Pittsburg
November 21, 2007
Page 3

dust control of the construction phase of the 1.9 mile 2-year project, CCWD would need to know the capacity and number of tanker trucks to be used and how often they would be used. Urban development of the area adjacent to the roadway will expand water use to approximately 2/3 acre feet per year per household. 1,500 new homes would use approximately 1,000 acre feet per year.

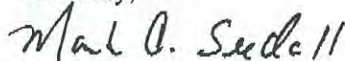
3. Please indicate any existing facilities on/near the project area? *The City of Pittsburg provides retail water service in this area and maintains the retail distribution system that are likely in close proximity to the roadway extension. Ultimately, the roadway would likely include water distribution systems.*
4. What is the current rate of local groundwater extraction and existing groundwater quality? Will the proposed project have an impact on water quality? *CCWD is not aware of any groundwater facilities in the vicinity of the proposed roadway project. However, CCWD would request that best management practices be used for any storm water runoff from the new roadway. This will ensure that water within the Delta is not adversely impacted by runoff from the new roadway.*
5. Will the proposal require new facilities or additions to existing facilities? *Yes. The street would in all likelihood have a water line in it. The timing of such facilities and the need for this facility should be evaluated within the EIR.*
6. Do you have any required assessment fees or other required or recommended mitigation measures for project impacts? *The area where the road is being constructed is not within the City of Pittsburg, the Contra Costa Water District, or the Central Valley Project area of use. If water will be supplied within this area, it will need to be annexed to the City of Pittsburg and CCWD. In addition, Reclamation would need to approve water use in this area. There are fees and charges associated with expanding the CCWD service area. In addition, Reclamation must be reimbursed for its review of the proposed change to the Central Valley Project service area.*
6. SB 610 requires a water supply assessment to be provided by the affected water agency for incorporation into the EIR. As such, please identify whether the demand created by the proposed project has been considered in your agency's most recently adopted water management plan. *Increased demand for the project will only occur during the construction process. Please identify whether additional demand created for water during construction has been considered in your agency's most recently adopted water management plan. The assessment should indicate whether the water demand associated with the proposed project can be served by your agency's supplies available during a normal, single-dry, and multiple-dry water years, in addition to the demand for water from existing and other planned uses. Urban development along this road will likely require a SB 610 assessment. Such an assessment would need to be conducted by the City of Pittsburg.*

Jason Burke
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November 21, 2007
Page 4

7. Does your agency have sufficient water supplies available to serve the project area from existing entitlement and resources, or are new expanded entitlements needed? *Pending approval from the United States Bureau of Reclamation and satisfaction of all of CCWD's regulations and requirements it appears that there are sufficient water supplies available for the project.*
8. Is there any other relevant information regarding potential significant effects of the project? *It would be helpful to have a complete understanding of the timing of the roadway project relative to urban development. If urban development and the roadway extension are close in time then CCWD advises that the land area in which the project resides will need to be annexed to the City of Pittsburg and the CCWD service area expanded and annexed to include the project area. The United States Bureau of Reclamation Central Valley Project area would also need to be expanded.*

Please contact me at (925) 688-8119 should you have further questions.

Sincerely,



Mark A. Seedall
Senior Planner

MAS/jmt/rlr:mlc

From:

11/21/2007 18:03 #005 P.001/002

Community Development Department

County Administration Building
651 Pine Street
Fourth Floor, North Wing
Martinez, California 94553-1229

Phone: (925) 335-1240

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Cos
Cou



Post-it® Fax Note	7671	Date 11/21/07	# of pages 2
To Jason Burke		From S. Goetz	
Co./Dept. Pittsburg		Co. Co Co Co CDD	
Phone # 252-4922		Phone # 335-1240	
Fax # 335-1200		Fax # 252-4814	

November 21, 2007

Jason Burke, Assistant Planner
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Dear Mr. Burke:

I am writing to submit comments from Contra Costa County Community Development staff regarding the *Notice of Preparation of a Draft Environmental Impact Report for the James Donlon Boulevard Extension Project*.

The intent of the *Notice of Preparation* was to give Agencies an opportunity to provide any comments to before a Draft EIR is completed. The County would like to see how City's response might shape any subsequent response the County may make following eventual release of the Draft EIR for the James Donlon Boulevard Extension.

Traffic Impacts on Kirker Pass Road and James Donlon Boulevard

The County stresses the use of the Contra Costa Transportation Authority's *Technical Procedures* manual to provide guidance for the evaluation of traffic impacts. The forthcoming EIR should use the *Technical Procedures* for the evaluation of traffic congestion, including evaluation of intersections in the unincorporated area. The EIR should determine if the intersection may require signalization or other methods to accommodate the traffic generated by the project.

The City of Pittsburg should put into use the *East County Action Plan* traffic service objectives as the thresholds of significance for traffic impacts. The *East County Action Plan* lists Kirker Pass Road as a route of regional significance. The traffic service objectives for Kirker Pass Road are a delay index of less than 2.0 and a Level of Service of E or better.

Was a traffic study used to determine the configuration for the new Kirker Pass Road/James Donlon Boulevard Extension intersection? It may be more desirable for Kirker Pass Road to be the through movement at the intersection instead of James Donlon Boulevard. The Draft EIR should include evaluation of an alternative that keeps Kirker Pass Road traffic as the through movement at this intersection.

Page 2 of the NOP, states that the County will maintain the extension for some time and provide public services to the facility. However, the County has not agreed to such at this time. The County requests that if the City is developing the project in unincorporated East County, that Public Works be notified to discuss the issue. If the project eventually becomes the responsibility of Pittsburg, the County prefers that the parcel of land be annexed. The project

Mr. Burke
November 21, 2007
Page 2

description should show the relationship of this project to the City's Urban Limit Line to assess the City's ability to annex this road upon its completion.

The Notice of Preparation does not reference the Program EIR that was prepared by the City for the Buchanan Road Bypass. If this Program EIR is no longer relevant, the Draft EIR should explain why.

The City currently meters traffic on Buchanan Road as it comes into the City. Will the metering be maintained upon completion of this project?

Construction Impacts

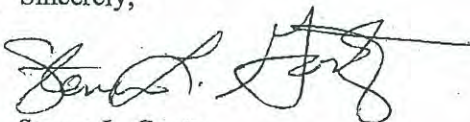
The EIR should address construction impacts to County roads and mitigate for any road damages caused by construction traffic.

Trail Facilities

The County's General Plan identifies Kirker Pass Road as a proposed Class II facility. The EIR should consider non-vehicular traffic when constructing the extension. Does the project affect the ability to provide a Class II facility on Kirker Pass Road?

If you have questions about our comments on the draft report, please feel free to contact me. Thank you for the opportunity to respond to the Notice of Preparation.

Sincerely,



Steven L. Goetz
Deputy Director, Transportation Planning Division

c: J. Sighamony, Transplan Committee
B. Fernandez, Public Works Dept.

CITY OF CONCORD
PERMIT CENTER
1950 Parkside Drive
Concord, California 94519-2578

Telephone: (925) 671-3454
Fax: (925) 671-3381



CITY COUNCIL
Mark A. Peterson, Mayor
William D. Shinn, Vice Mayor
Helen M. Allen
Guy S. Björke
Laura M. Hoffmeister

Mary Rae Lehman, City Clerk
Thomas J. Wentling, City Treasurer

Lydia E. Du Borg, City Manager

November 16, 2007

VIA FAX: (925) 252-4814
(Hard copy via regular mail)

Jason Burke
Assistant Planner
City of Pittsburg
Planning and Building Department
Civic Center
65 Civic Avenue
Pittsburg, CA 94565-3814

**RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)
for the James Donlon Boulevard Extension Project**

Dear Mr. Burke:

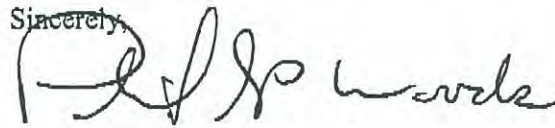
The City of Concord has received and reviewed the NOP of a Draft Environmental Impact Report (EIR) for the James Donlon Boulevard Extension Project. The proposed project consists of a 1.98-mile extension of James Donlon Boulevard from the western edge of Sky Ranch II Subdivision to Kirker Pass Road. It is our understanding that you are soliciting comments from interested parties as to the nature and scope of the environmental information and analysis to be included in the Draft EIR for the subject project. The City is submitting the following comments that would need to be analyzed in the Draft EIR.

The City of Concord is concerned that the proposed project will likely encourage more commuters from east County to use Kirker Pass Road, Ygnacio Valley Road and other streets in Concord and Central County for their daily commute trips, instead of using SR 4, SR 242 and I-680. These additional trips will increase cut-through traffic impacts on Routes of Regional Significance and other arterials within Central Contra Costa County during the morning and evening peak periods. The proposed project could also have the negative effect of prolonging the AM and PM commute periods through Concord and Central County. The traffic analysis for the Draft EIR needs to evaluate project traffic impacts under near-term baseline conditions and Year 2030 cumulative conditions on roadway segments and at key intersections along the Kirker Pass/Ygnacio Valley Road corridor and the Clayton Road/Treat Boulevard corridor during the weekday AM and PM peak periods.

Mr. Burke
November 16, 2007
Page 2 of 2

Thank you for the opportunity to comment on the NOP of a Draft EIR for the James Donlon Boulevard Extension Project. Prior to commencing the traffic analysis, the City would request that City of Pittsburg staff contact Concord staff to coordinate on the study scope and assumptions for analysis of regional traffic impacts from the project in Central County. If you have any questions regarding these comments, please contact Ray Kuzbari, Transportation Manager at (925) 671-3129.

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip Woods", written over the word "Sincerely,".

Phillip Woods, AICP
Principal Planner

cc: Melissa Ayres, Planning Director, City of Pittsburg
Barbara Neustadter, TRANSPAC Manager
Deborah Raines, Planning Manager, City of Concord
Jim Forsberg, Director of Planning and Economic Development, City of Concord
Ray Kuzbari, Transportation Manager, City of Concord
Qamar Khan, Director of Public Works, City of Concord
Michael Wright, Concord Reuse Project Director, City of Concord

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

Mr. Jason Burke
Assistant Planner
Planning and Building Department
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

November 16, 2007

Dear Mr. Burke:

Thank you for the Notice of Preparation information regarding the proposed James Donlon Boulevard Extension. We believe that this proposal is a renamed version of the Buchanan Road Bypass project which has been under consideration by the City for a considerable period of time.


The City of Pittsburg was a partner in the development and adoption (2002) of the East-Central Traffic Management Study (ECTMS) which established control metering at identified locations in Central and Eastern Contra Costa. Identified locations for control metering in the City of Pittsburg and its environs include: the intersection of Buchanan Road at Meadows; Kirker Pass Road at Nortonville and the intersection of the Buchanan Road Bypass, now the James Donlon Boulevard Extension at Ventura Drive (extended).

TRANSPAC is requesting that the Draft Environmental Impact Report (DEIR) address whether the City of Pittsburg will implement all or some of the control point metering recommended in the ECTMS Report. TRANSPAC is especially interested whether the City intends to implement control metering within the limits of the proposed project at the intersection of James Donlon Boulevard Extension and Ventura Drive (extended) or in other suitable locations identified in the environmental assessment.

TRANSPAC also is very concerned about the impact of this project on Kirker Pass/Ygnacio Valley Road corridor which is a designated Route of Regional Significance in both Central and East County. TRANSPAC requests that the City of Pittsburg work with TRANSPAC and the City of Concord and other impacted Central County jurisdictions to jointly establish the parameters of the required traffic analysis.

In addition, TRANSPAC strongly encourages the City of Pittsburg to work with impacted Central County jurisdictions in the development of a mitigation agreement as defined in TRANSPAC's adopted Regional Transportation Mitigation Program (RTMP). Please do not hesitate to get in touch with me if there is any way in which dialogue between our respective Regional Transportation Planning Committees and jurisdictions can be facilitated.

Sincerely,


Barbara Neustadter
TRANSPAC Manager

RECEIVED

NOV 20 2007

CITY OF PITTSBURG
PLANNING DEPARTMENT
65 CIVIC AVE. PITTSBURG 94565

cc: TRANSPAC Representatives
TRANSPAC TAC



November 21, 2007

Mr. Jason Burke
Planning and Building Department
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

RE: Comments on the James Donlon Boulevard Extension Project Notice of Preparation of Draft EIR

Dear Mr. Burke,

Greenbelt Alliance appreciates the opportunity to take part in the review process for the James Dolan Boulevard Extension Project ("JDB" or "project") and looks forward to commenting on the draft Environmental Impact Report (EIR).

Due to the nature of the proposed site, the analysis must be exceptionally rigorous in its attention to the following:

- Cumulative and growth inducing impacts;
- Land use and planning consistency;
- Impacts to agricultural uses;
- Traffic and congestion;
- Geotechnical analysis;
- Biological resources;
- Aesthetics;
- Noise;
- Public safety—attractive nuisance;
- Air and water quality impact;
- Fire hazards;
- Historic resources.

MAIN OFFICE • 631 Howard Street, Suite 510, San Francisco, CA 94105 • (415) 543-6771 • Fax (415) 543-6781
SOLANO/NAPA OFFICE • 1652 West Texas Street, Suite 163 Fairfield, CA 94533 • (707) 427-2308 • Fax (707) 427-2315
SOUTH BAY OFFICE • 1922 The Alameda, Suite 213, San Jose, CA 95126 • (408) 983-0856 • Fax (408) 983-1001
EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970
SONOMA/MARIN OFFICE • 555 5th Street, Suite 300B, Santa Rosa, CA 95401 • (707) 575-3661 • Fax (707) 575-4275
info@greenbelt.org • www.greenbelt.org

Cumulative & Growth Inducing Impacts

Pressure to develop north and south of the JDB

As stated in the CEQA Initial Study Checklist, the JDB project “could potentially induce population growth to the area by creating a new roadway, thereby potentially enabling new development,” warranting a “Potentially Significant Impact” designation.

The 2006 Measure P initiative does not prevent growth in the proposed project area; it only holds the Urban Limit Line (ULL) in the position approved by the voters. The current County General Plan Designation of Agricultural Lands and a City General Plan designation of Open Space as well as zoning and utility master plans can always be amended by the City Council. Therefore, thorough evaluation of the road’s construction affecting the protection of currently designated open space to be re-zoned for development needs to be examined.

CEQA recommends analysis of cumulative and/or growth inducing environmental effects

Under CEQA, the responsible agency must consider the cumulative environmental effects of its action before a project gains irreversible momentum. (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 282 [118 Cal.Rptr. 249, 529 P.2d 1017]; *City of Carmel-by-the-Sea v. Board of Supervisors* (1986) 183 Cal.App.3d 229, 242 [227 Cal.Rptr. 899].)

It appears that construction of JDB will create prejudicial momentum in favor of future growth, particularly, development on parcels north and south the proposed JDB and Nortonville Somerset Rd. The Thomas Ranch property will have the most pressure to be developed because their property, which is currently ranch land, will be divided by the JDB and the JDB will also cut off the property from county designated Agricultural Lands and Open-Space to the south.

Possible expansion of local roads

The proposed JDB is approximately only 150 feet to 2,500 feet away from existing City of Pittsburg city limits and local roads. It is suspected that the JDB will induce the city to expand local road connections to the JDB; thus, further inducing growth on the Thomas property as well as harming current uses and wildlife.

The JDB induces growth throughout the region

As stated in *Antioch v. City of Pittsburg* (1986) 187 Cal.App.3d 1325:

“Construction of the Roadway will have a cumulative impact of opening the way for future development.’ The location and design of the road...will strongly influence the type of development possible.”

The court declined to consider the highway segment “in isolation from the development it presage[d],” (at 1336) and ordered the city to consider the cumulative effects of the road segment and the future development which it would facilitate.

Evaluate alternatives

With this in mind, we ask that the city pay particular attention to the growth inducing repercussions of JDB and include a range of project alternatives (including location alternatives and a “no project” alternative) in the upcoming draft EIR.

Agricultural Resources

The Initial Study acknowledges that the Thomas Ranch is eligible for the National Register of historic places. As such, the draft EIR should include a detailed summary and analysis of the specific effects JDB will have on the Thomas property and whether—after bisection of the parcel—the ranch will remain a viable, profitable, and productive property for the Thomas family to continue with their business. Additionally, the Contra Costa County Important Farmland map designates the Thomas property suitable for grazing and the loss of this regionally significant grazing land needs to be analyzed.

Traffic and Congestion

Local and regional traffic impacts

The draft EIR should incorporate an extensive analysis of traffic patterns in regards to the effect on local neighborhoods as well regional traffic patterns. The draft EIR needs to evaluate whether or not the JDB will alleviate or increase traffic on Highway 4, the City of Pittsburg's local roads, the City of Antioch's local roads, the Concord Naval Weapons Station, the City of Concord's local roads, and the City of Walnut Creek. The draft EIR should take into consideration the projected growth in the region, which is set to occur with or without construction of JDB.

Combine growth inducing impacts and future traffic conditions

The draft EIR should evaluate whether or not the JDB will actually reduce traffic congestion in the city of Pittsburg and the region or if it will simply relocate bottle necks and cause so much growth outside the existing city that any improvements from the JDB will be overridden.

Additionally, the draft EIR needs to account for cumulative *future* traffic conditions. Below are some local and regional projects that could potentially affect the JDB. It is reasonable to assume that these projects will be realized in the foreseeable future; as such, the following scenarios should be accounted for in the EIR's cumulative future traffic conditions analysis (in addition to already entitled developments) of regional traffic impacts:

- i. Build-out of the southern hills according to Pittsburg General Plan densities (including the Montecito and Faria areas). This analysis should assume that the San Marco Boulevard – Bailey Road connection has been made.
- ii. Build-out of CNWS - the Concord City Council adopted a range of development alternatives to be analyzed for the development of the CNWS. The traffic study should analyze the impacts of future intersections along Kirker Pass Road, Bailey Road, and any potential north-south connection between Kirker Pass Road and SR-4 through CNWS identified by the City of Concord.
- iii. Build-out of Sky Ranch II.
- iv. Build-out of Antioch within the existing urban limit line.

Geology and Soils

Involvement of geological specialist

The Geotechnical and Soils checklist acknowledges potentially significant impacts in almost every category. The presence of the Greenville-Marsh Creek fault and others near the project site, moderate to high soil erosion and expansion risks and the frequency of land slides in and

around the project area necessitate the involvement of a geological specialist (i.e. a REGISTERED ENGINEERING GEOLOGIST) to evaluate impacts and feasibility of the project.

Massive grading would cause further slope instability and threaten public safety

According to the Initial Study, the project will require approximately 2,086,943 cubic yard of grading and 607,478 cubic yards of landslide remediation. Such substantial restructuring of already unstable, highly erosive soils should be thoroughly analyzed, especially since there is at present no plan for construction of a retaining wall, nor any reference to stabilization measures. A thorough analysis of the harm to public safety from developing a road in an area prone to landslides needs to be considered. Particularly, any emergency response to helping those that might be harmed by a landslide should be evaluated.

Additionally, the initial study cites that there is a “Potentially Significant Impact” under the “Hazards and Hazardous Materials” section because hazardous materials will be transported on the JDB. The draft EIR should evaluate the affect on public health and safety if a landslide occurred and caused the hazardous materials to be spilled.

Fiscal analysis required

Considering that cities are spending millions of dollars creating bypasses from existing roads prone to frequent landslides (for example: Devil’s Slide), it is illogical to propose the JDB in an area prone to landslides. A financial analysis of the JDB needs to be conducted that includes how much money it will cause to frequently remove landslide debris, road maintenance, and other problems caused by landslides and earthquakes.

Indirect Environmental Effects

Evaluate social and economic impacts through a fiscal analysis

The EIR should evaluate the indirect environmental effects of social and economic impacts caused by the project. CEQA Guidelines section 15064 states:

“In evaluating the significance of the environmental effect of a project, the lead agency shall consider... reasonably foreseeable indirect physical changes in the environment which may be cause by the project.”

Furthermore, CEQA Guidelines section 15131 states:

“(a) An EIR may trace a cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project the physical changes caused in turn by economic or social changes.

(b) Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, *if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant.* As an additional example, *if the construction of a road and the resulting increase in noise in an area disturbed existing religious practices in the area, the disturbance of the religious practices could be used to determine that the construction and use*

of the road and the resulting noise would be significant effects on the environment.” (emphasis added)

The growth inducing nature of JDB—especially in consideration of the city’s partiality for allowing low-density residential communities in passive open space—could result in increased taxes and municipal fees for existing residents as well as deterioration of the present atmosphere and character of the region that existed when residents initially purchased their homes.

All of these financial considerations should be included in a fiscal analysis that is conducted at the same time as the EIR.

Air Quality and Noise

Not only does the project bisect Agricultural Preserve (A-4) and Open Space (OS) parcels, large portions of the throughway will be within 500 to 1,500 feet of existing neighborhoods to the North. Due to the close proximity, there should be a thorough analysis of air quality issues and noise pollution related to JDB, particularly at AM/PM peak hours of usage.

Other Environmental Impacts

The analysis of cumulative air quality, water quality, biological, and wildlife impacts in the project area should be deferred to highly trained experts in their given field.

HCP/NCCP compliance

The draft EIR should evaluate how the project has been designed and will be constructed to comply with East Contra Costa County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) Conservation Measure 1.14 (Design Requirements for Covered Roads outside the UDA) and any other applicable HCP/NCCP conservation measure.

According to the Initial Study, the project will conflict with the HCP/NCCP (Initial Study, Section IV(f)). An explanation of how the project is in conflict with the HCP/NCCP is not provided in the Initial Study. The draft EIR should describe and evaluate this conflict in detail, and the project should be designed to meet the conservation strategy objectives set forth in the HCP/NCCP.

Williamson Act and existing zoning compliance

According to the initial study, the project conflicts with current general plan zoning and conflicts with its current designation under the Williamson Act Agricultural Preserve. The draft EIR needs to analyze how allowing the JDB will set a precedent for future zoning throughout the City of Pittsburg and other Williamson Act contracts.

Conclusion

The level of review required for this project requires dedication of significant resources and expertise. Greenbelt Alliance requests that the City of Pittsburg take into consideration our aforementioned concerns while preparing the draft EIR for JDB.

Thank you very much for your time and for the opportunity to provide comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Wong', with a long horizontal stroke extending to the right.

Christina Wong
East Bay Field Representative

CC: Mayor Ben Johnson
Councilmember Nancy Parent
Councilmember Michael Kee
Councilmember Will Casey
Councilmember Sal Evola
Seth Adams, Save Mount Diablo
Lech Naumovich, East Bay California Native Plant Society
Brad Olson, East Bay Regional Park District
Christina Armor, Sierra Club
Dennis Linsley, Save Our Hills Pittsburg



4061 Port Chicago Highway, Suite H
Concord, California 94520
(925) 682-6419
Fax (925) 689-7741

11/6/07

City of Pittsburg
Attn: Jason Burke
65 Civic Ave.
Pittsburg, CA 94565

RE: James Donlon Boulevard Extension - EIR - Scoping Session

Jason,

Thank you for giving our company the opportunity to review the Notice of Preparation and CEQA Initial Study Checklist associated with the proposed James Donlon Boulevard Extension. There are a couple items that should be addressed as this environmental document is being processed.

1. On the project description included with the Notice of Preparation, it indicates that the proposed roadway will merge from a four-lane to a two-lane road coming from the Sky Ranch II subdivision and then merge back to a four-lane before its intersection with Kirker Pass Road. We want to make sure that impacts for a four-lane road are analyzed as part of this environmental review process, especially from a grading perspective.
2. The property commonly known as the Montreux property is adjacent and appears to be impacted by the western intersection of this proposed extension. It is important that during this environmental analysis, access to the Montreux Property from Kirker Pass Rd. is given significant consideration.

Thank you for the opportunity to submit comments and please continue to keep us informed as this environmental review process continues.

Sincerely,

A handwritten signature in black ink, appearing to be 'Louis Parsons', written over a horizontal line.

Louis Parsons
Discovery Builders, Inc.

RECEIVED
NOV 26 2007
BUILDING DIVISION



CONTRA COSTA LOCAL AGENCY FORMATION COMMISSION
 651 Pine Street, Sixth Floor • Martinez, CA 94553-1229
 e-mail: LTexte@lafco.cccounty.us
 (925) 335-1094 • (925) 646-1228 FAX

Lou Ann Texeira
 Executive Officer

MEMBERS

Helen Allen
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 County Member
 Martin McNair
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 Dwight Meadows
 Special District Member
 David A. Piepho
 Special District Member
 Rob Schröder
 City Member
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 County Member

ALTERNATE MEMBERS

William Bristow
 Public Member
 George H. Schmidt
 Special District Member
 Mary N. Piepho
 County Member
 Don Tatzio
 City Member

November 21, 2007

Jason Burke
 Planning and Building Department
 City of Pittsburg
 65 Civic Avenue
 Pittsburg, CA 94565-3814

Dear Mr. Burke:

Thank you for providing the Contra Costa LAFCO with the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the *James Donlon Boulevard Extension project*. We received this document on October 26, have reviewed it, and offer general and specific comments below.

General Comments

As a Responsible Agency pursuant to the CEQA, LAFCO may need to rely on the City's environmental document for this project in consideration of any subsequent boundary change (e.g., annexation) or sphere of influence (SOI) applications relating to this project.

LAFCO is an independent, regulatory agency with discretion to approve or disapprove, with or without amendment, wholly, partially or conditionally, changes of organization or reorganization. LAFCO is required to consider a variety of factors when evaluating a project, including, but not limited to the proposed project's potential impacts on agricultural land and open space, the provision of municipal services and infrastructure to the project site, the timely and available supply of water, etc. The factors relating to boundary changes and SOI amendments are contained in the Government Code and presented in the attachments. We encourage you to reference these factors as appropriate, in your environmental document(s). This will help facilitate the LAFCO application process. Failure to do so may result in additional CEQA compliance work on the part of the applicant.

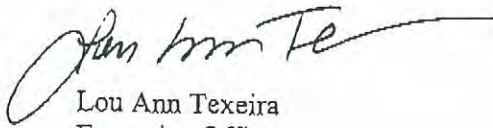
If LAFCO will be asked to rely on the City's EIR for a future boundary change (i.e., SOI amendment, annexation, etc.), the document should specifically reference the LAFCO action(s) in the Project Description, LAFCO should be listed as Other Public Agencies Whose Approval is Required, and the LAFCO action and relevant factors as shown in the attachments should be adequately evaluated in the DEIR. For example, if the project will require an SOI amendment and/or annexation to the Contra Costa Water District, annexation to the City of Pittsburg, or other boundary changes, these actions and the relevant factors listed in the attachments must be specifically addressed in the EIR.

Specific Comments/Questions

1. In reviewing the project and the affected parcels, we note that the parcels are not currently in the City of Pittsburg's boundaries. The notice indicates that the proposed extension is expected to remain under the County jurisdiction for *some time*. Should the City wish to rely on this EIR for the future annexation of these parcels to the City of Pittsburg, then LAFCO should be identified as a Responsible Agency, and the LAFCO actions should be identified in the Project Description and evaluated in the appropriate sections of the EIR.
2. In reviewing the project, we note that the parcels are not currently being assessed for utility services. Should the City wish to rely on this EIR for the future annexation of these parcels (and corresponding SOI amendments) to any utility districts (e.g., water), then LAFCO should be identified as a Responsible Agency, and the LAFCO actions relating to SOIs and annexations should be identified in the Project Description and evaluated in the appropriate sections of the EIR.
3. We also note that the parcels are not currently being assessed for countywide streetlighting services. Annexation to County Service Area L-100 is typically a condition of the County's approval. We suggest you check with the County regarding this requirement. Once again, should the City wish to rely on this EIR for the future annexation of these parcels to the countywide streetlighting district (CSA L-100), then LAFCO should be identified as a Responsible Agency, and the LAFCO actions relating to SOIs and annexations should be identified in the Project Description and evaluated in the appropriate sections of the EIR.
4. LAFCO is currently processing proposed SOI amendment and annexation applications relating to the Sky Ranch II development. What is the relationship between the James Donlon Blvd. Extension project and the Sky Ranch II project?

Thank you for the opportunity to comment. We look forward to receiving a copy of the City's draft environmental documents relating to this project. Please contact the LAFCO office if you have any questions.

Sincerely,



Lou Ann Texeira
Executive Officer

Attachments

c: Silvano Marchesi, LAFCO legal Counsel
Graichen Consulting, LAFCO Planners

GOVERNMENT CODE

56425. (a) In order to carry out its purposes and responsibilities for planning and shaping the logical and orderly development and coordination of local governmental agencies so as to advantageously provide for the present and future needs of the county and its communities, the commission shall develop and determine the sphere of influence of each local governmental agency within the county and enact policies designed to promote the logical and orderly development of areas within the sphere.

(b) At least 30 days prior to submitting an application to the commission for a determination of a new sphere of influence, or to update an existing sphere of influence for a city, representatives from the city shall meet with county representatives to discuss the proposed sphere, and its boundaries, and explore methods to reach agreement on the boundaries, development standards, and zoning requirements within the sphere to ensure that development within the sphere occurs in a manner that reflects the concerns of the affected city and is accomplished in a manner that promotes the logical and orderly development of areas within the sphere. If no agreement is reached between the city and county within 30 days, then the parties may, by mutual agreement, extend discussions for an additional period of 30 days. If an agreement is reached between the city and county regarding the boundaries, development standards, and zoning requirements within the proposed sphere, the agreement shall be forwarded to the commission, and the commission shall consider and adopt a sphere of influence for the city consistent with the policies adopted by the commission pursuant to this section, and the commission shall give great weight to the agreement in the commission's final determination of the city sphere.

(c) If the commission's final determination is consistent with the agreement reached between the city and county pursuant to subdivision (b), the agreement shall be adopted by both the city and county after a noticed public hearing. Once the agreement has been adopted by the affected local agencies and their respective general plans reflect that agreement, then any development approved by the county within the sphere shall be consistent with the terms of that agreement.

(d) If no agreement is reached pursuant to subdivision (b), the application may be submitted to the commission and the commission shall consider a sphere of influence for the city consistent with the policies adopted by the commission pursuant to this section.

(e) In determining the sphere of influence of each local agency, the commission shall consider and prepare a written statement of its determinations with respect to each of the following:

(1) The present and planned land uses in the area, including agricultural and open-space lands.

(2) The present and probable need for public facilities and services in the area.

(3) The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.

(4) The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.

(f) Upon determination of a sphere of influence, the commission shall adopt that sphere.

(g) On or before January 1, 2008, and every five years thereafter, the commission shall, as necessary, review and update each sphere of influence.

(h) The commission may recommend governmental reorganizations to particular agencies in the county, using the spheres of influence as the basis for those recommendations. Those recommendations shall be made available, upon request, to other agencies or to the public. The commission shall make all reasonable efforts to ensure wide public dissemination of the recommendations.

(i) When adopting, amending, or updating a sphere of influence for a special district, the commission shall do all of the following:

(1) Require existing districts to file written statements with the commission specifying the functions or classes of services provided by those districts.

(2) Establish the nature, location, and extent of any functions or classes of services provided by existing districts.

(j) Subdivisions (b), (c), and (d) shall become inoperative as of January 1, ***** 2008**, unless a later enacted statute, that becomes operative on or before January 1, ***** 2008**, deletes or extends that date.

56653. (a) Whenever a local agency or school district submits a resolution of application for a change of organization or reorganization pursuant to this part, the local agency shall submit with the resolution of application a **plan for providing services** within the affected territory.

(b) The plan for providing services shall include all of the following information and any additional information required by the commission or the executive officer:

(1) An enumeration and description of the services to be extended to the affected territory.

(2) The level and range of those services.

(3) An indication of when those services can feasibly be extended to the affected territory.

(4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.

(5) Information with respect to how those services will be financed.

Government Code §56668. Factors to be considered in the review of a proposal shall include, but not be limited to, all of the following:

- (a) Population, population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas during the next 10 years.
- (b) Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion of alternate courses of action on the cost and adequacy of services and controls in the area and adjacent areas. "Services", as used in this subdivision, refers to governmental services whether or not the services are those which would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.
- (c) The effect of the proposed action and of alternative actions on adjacent areas, on mutual social and economic interests, and on the local government structure of the county.
- (d) The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development; and the policies and priorities set forth in Government Code §56377.
- (e) The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Government Code §56016.
- (f) The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.
- (g) Consistency with city or county general and specific plans.
- (h) The sphere of influence of any local agency which may be applicable to the proposal being reviewed.
- (i) The comments of any affected local agency.
- (j) The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for such services following the proposed boundary change.
- (k) Timely availability of water supplies adequate for projected needs including, but not limited to, the projected needs as specified in §65352.5.
- (l) The extent to which the proposal will assist the receiving entity in achieving its fair share of the regional housing needs as determined by the appropriate council of governments.
- (m) Any information or comments from the land owners or owners.
- (n) Any information relating to existing land use designations.



California Native Plant Society

East Bay Chapter
Conservation Committee

November 16, 2007

Jason Burke
Planning and Building Department
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

RE: Notice of Preparation of EIR for James Donlon Boulevard Extension Project

Dear Mr. Burke:

The East Bay Chapter of the California Native Plant Society (EBCNPS) appreciates the opportunity to comment on the *Notice of Preparation of EIR for James Donlon Boulevard Extension Project*. The California Native Plant Society (CNPS) is a non-profit organization of more than 10,000 laypersons, professional and academic botanists organized into 33 chapters throughout California. The mission of the CNPS is to increase the understanding and appreciation of California's native plants and to preserve them in their natural habitat through scientific activities, education, and conservation.

We appreciate the challenge of wisely growing the infrastructure of our cities as to make them move livable, safer, and more productive. Traffic is a major concern for many residents of Eastern Contra Costa County, and alleviation of traffic is an important goal for each of the cities in the area. While the creation of an extension is one method for attempting to alleviate traffic, the growth inducing impacts of placing a road in an unincorporated area have been well studied and documented. We want to ensure that such a project will indeed have benefits to an area far exceeding the drawbacks of its cost and environmental impacts.

We ask that a report be produced and include similar "extension" projects in "Bay Area" California, showing the long-term effects of these extensions on traffic. A clear analysis of traffic impacts is required to understand the effect of the extension of James Donlon Boulevard on traffic and environment in the East Contra Costa County Area.

Additional notable omissions in the NOP include the following:

- 1) Impact on fire activity in the area – Many wildland fires begin on roadsides. The maintenance of these roadsides and increased budget for fire prevention is required in perpetuity for this project.
- 2) Impact on weed invasion in this area – Vehicular traffic is one of the most common vectors for invasive species dispersal. There will be a greater chance of weed invasion and dispersal along this new corridor. Weeds have been estimated to have enormous impacts on ranchlands and habitat value, therefore weed abatement must be considered for the sake of our already financially imperiled ranchers. Any impact to local ranchers

needs to be fully considered with complete consideration for long term monitoring and maintenance.

- 3) Soil excavation and global warming – Soil removal and grading activities have profound effects on the global carbon cycle. This project, purporting to require about 100 acres of easement, will have an effect on carbon locally. According to recent CEQA litigation, global warming effects must be considered in an EIR.
- 4) Proper, multi-year plant and vegetation surveys – Please see the attached list that contains the special status plant species known to exist in the Pittsburg area. There is potential for additional special status species to be found on the project site. For this reason, CNPS requests that the DEIR allow for complete surveys for federally and state listed species as well as special-status plants, bryophytes and wildlife that are protected under CEQA. We request that a thorough biological assessment be conducted at the project site by qualified botanists and wildlife biologists to determine if suitable habitat exists for special-status plant, bryophyte, and wildlife species. If suitable habitat exists, in order for a project to comply with CEQA, focused protocol-level special-status species surveys should be conducted at the site prior to issuing a permit. CNPS requests that protocol-level plant surveys be conducted during the appropriate active growing stage of the life cycle of the target species. The surveys require adequate advance planning. Furthermore, we recommend that in addition to addressing federal and state listed species and CNPS List 1A, 1B and 2 species, the following species should also be addressed prior to issuing permits: plants and bryophytes that are CNPS List 1A, 1B, 2, 3 or 4 species, lichens on CDFG's Special Vascular Plants, Bryophytes, and Lichens List¹, plants listed in the *Rare, Unusual and Significant Plants of Alameda and Contra Costa Counties*, and plants that are federal species of concern or federally-listed as species of local concern. This request is in accordance with CDFG Habitat Conservation Planning Branch recommendations for "...protection of plants which are regionally significant, such as locally rare species, disjunct populations of more common plants, or plants on the CNPS Lists 3 and 4."²
- 5) Rare plant Communities - CNPS would also like to request that sensitive plant communities that are tracked by CDFG be addressed during the EIR process.
- 6) Modification of riparian habitats and seasonal drainages - A policy of CNPS is to "support all efforts to preserve and conserve wetlands of all types" and "oppose projects that adversely affect wetlands of any type unless there is a demonstrated net gain, in-kind, of wetlands prior to project impacts." There is significant evidence that more wetland acreage has been lost to development than any other habitat type in California. According to the U.S. Environmental Protection Agency, less than 1% of the wetlands remain in the world.³ Because the project location seems to cross 7 jurisdictional wetlands, CNPS recommends that stream impacts be considered extensively. We also recommend that, should new wetlands be created as mitigation, they be located in areas that have been degraded, not within other intact functioning ecosystems. Any created or restored

¹ CDFG. California Department of Fish and Game Natural Diversity Database; Special Vascular Plants, Bryophytes, and Lichens List. July 2004 (periodically updated).

² Department of Fish and Game Habitat Conservation Branch.

http://www.dfg.ca.gov/hcpb/species/t_e_spp/nat_plnt_consv.shtml. Accessed on December 9, 2004

³ Environmental Protection Agency. Wetlands. <http://www.epa.gov/owow/wetlands/>. Accessed on March 20, 2005

EBCNPS Conservation Committee

wetlands should be located in appropriate soils and habitats to the south of the extension where there is greater habitat connectivity. Finally, have the US Army Corps of Engineers and California State Water Quality Control Boards been contacted to check to see what permits will be required?

- 7) EBCNPS appreciates the effort to reseed with native plants on road cuts. We hope that locally appropriate plants will be used in this project.
- 8) Soils – Given the formation process of the soils, and the underlying sedimentary rock, EBCNPS has great concerns about the stability of soils and the effects grading will have on erosive processes.

Thank you for your consideration of the above comments. Please do not hesitate to contact me with questions at (510) 734 0335.

Sincerely,



Lech Naumovich
Conservation Analyst
California Native Plant Society
East Bay Chapter
conservation@ebcnps.org

CEQA-Protected Rare and Unusual Plants of the Pittsburg Area

Rank in East Bay	Species	Common Name	Habitat
A1	Allium crispum	crinkled onion	Dry Open Slopes; Serpentine; Misc. habitats
A1	Amsinckia tessellata var. gloriosa	tessellate fiddleneck	Sand or Sandstone; Misc. habitats
*A2	ANDROSACE ELONGATA SSP. ACUTA	California androsace	Dry Open Slopes; Grassland
*A2	ARCTOSTAPHYLOS AURICULATA	Mt. Diablo manzanita	Chaparral; Sand or Sandstone
*A2	ASTER LENTUS	Suisun marsh aster	Misc. Wetlands
A1	Astragalus didymocarpus var. didymocarpus (A. gambelianus is more common)	two-seeded milkvetch	Grassland
A2	Bidens laevis	bur-marigold	Freshwater Marsh; Misc. Wetlands
*A2	BLEPHARIZONIA PLUMOSA	big tarplant	Grassland; Scrub
*A2	CALOCHORTUS PULCHELLUS	Mt. Diablo fairy-lantern	Chaparral; Serpentine; Woodland
*A2	CALOCHORTUS UMBELLATUS	Oakland star-tulip	Chaparral; Scrub; Woodland
A2	Calystegia sepium ssp. limnophila	hedge bindweed	Misc. Wetlands
A2	Camissonia intermedia	small primrose	Burns; Scrub
A1	Carex globosa	round-fruited sedge	Misc. habitats
A1	Carex multcostata	many-ribbed sedge	Misc. habitats
A1x	Castilleja ambigua ssp. ambigua (historical- 1937)	Johnny-nip	Coastal Bluff; Grassland
*A1	CASTILLEJA RUBICUNDULA SSP. RUBICUNDULA(?)	pink cream sacs	Grassland
A2	Centromadia pungens ssp. maritima (Hemizonia pungens ssp. maritima in Jepson Manual) (ssp. pungens is more common)	common spikeweed	Salt Marsh
A2	Cicendia quadrangularis	timwort	Grassland
A1	Cicuta maculata var. bolanderi	water hemlock	Brackish Marsh; Salt Marsh
A1	Collinsia bartsiiifolia var. bartsiiifolia	white Chinese houses	Sand or Sandstone
*A2	CORDYLANTHUS MOLLIS SSP. MOLLIS	soft bird's-beak	Brackish Marsh; Salt Marsh
A2	Cornus glabrata	brown dogwood	Riparian
A1	Cucurbita foetidissima	calabazilla	Gravel; Rock, Tallus or Scree; Sand or Sandstone
A2	Deinandra lobbiai (Hemizonia lobbiai in Jepson Manual)	three-rayed tarweed	Misc. habitats
A2	Deschampsia cespitosa ssp. holciformis	tufted hairgrass	Misc. Wetlands
A1x	Downingia ornatissima var. eximia	Solano downingia	Vernal Pools; Misc. Wetlands

EBCNPS Conservation Committee

Rank in East Bay	Species	Common Name	Habitat
A1	Elatine brachysperma	waterwort	Freshwater Marsh; Misc. Wetlands
*A1	ERODIUM MACROPHYLLUM	round-leaved filaree	Grassland; Scrub
A1	Eryngium articulatum	coyote-thistle	Freshwater Marsh; Riparian; Misc. Wetlands
A1	Glaux maritima	sea-milkwort	Alkali areas; Salt Marsh; Misc. Wetlands
A1	Glyceria leptostachya	Davy's mannagrass	Freshwater Marsh; Riparian
A1	Guillenia flavescens	yellow-flowered thelypodium	Serpentine
A2	Helenium bigelovii (H. puberulum is more common)	Bigelow's sneezeweed	Brackish Marsh; Freshwater Marsh
*A2	HELIANTHELLA CASTANEA	Diablo helianthella	Chaparral; Grassland; Woodland
A1	Helianthus gracilentus	slender sunflower	Burns; Dry open Slopes
A2	Hemizonia lobbii (See Deinandra)		
A2	Hemizonia pungens ssp. maritima (See Centromadia)		
A2	Hoita macrostachya	California hemp	Freshwater Marsh; Riparian
*A1	LASTHENIA CONJUGENS	Contra Costa goldfields	Alkali areas; Vernal Pools; Misc. Wetlands
A2	Lasthenia glaberrima	smooth goldfields	Vernal Pools; Misc. Wetlands
*A2	LATHYRUS JEPSONII VAR. JEPSONII	Delta tule pea	Brackish Marsh; Freshwater Marsh
A1x	Layia glandulosa	white layia	Sand or Sandstone
A2	Lepidium dictyotum var. acutidens	sharp-toothed pepper-grass	Alkali areas
A2	Leptochloa fascicularis	bearded sprangletop	Misc. Wetlands
A2	Lessingia glandulifera var. glandulifera	valley lessingia	Forest; Sand or Sandstone
*A2	LILAEOPSIS MASONII	Mason's lilaeopsis	Brackish Marsh; Freshwater Marsh
A1x	Limnanthes douglasii ssp. douglasii (historical-1940)	meadowfoam	Vernal Pools; Misc. Wetlands
A1	Limnanthes douglasii ssp. nivea	meadowfoam	Vernal Pools; Misc. Wetlands
A2	Linanthus dichotomus	evening snow	Gravel; Rock, Tallus or Scree; Sand or Sandstone; Serpentine
A1	Linanthus pygmaeus ssp. continentalis	pigmy linanthus	Misc. habitats
A1x	Linum lewisii var. lewisii (historical-1936)	western blue flax	Dry Open Slopes
A2	Lithophragma bolanderi	Bolander starflower	Misc. habitats
A1	Lupinus affinis	lupine	Misc. habitats
A1x	Lupinus luteolus	butter lupine	Misc. habitats
*A1	MALACOTHAMNUS HALLII (M. fasciculatus in Jepson Manual)	Hall's bush mallow	Chaparral
A1	Malacothrix coulteri	snake's-head	Grassland; Scrub; Sand or Sandstone
*A1	MICROPUS AMPHIBOLUS	Mt. Diablo cottonweed	Dry Open Slopes; Grassland; Rock, Tallus or Scree

EBCNPS Conservation Committee

Rank in East Bay	Species	Common Name	Habitat
A1	Mimulus tricolor	tricolor monkeyflower	Vernal Pools
A2	Minuartia californica	California sandwort	Chaparral; Dry Open Slopes; GrasslandRock, Tallus or Scree; Sand or Sandstone; Serpentine
*A1	MONARDELLA VILLOSA SSP. GLOBOSA (ssp. villosa is more common)	robust monardella	Chaparral; Woodland
A2	Navarretia atractyloides	holly-leaved navarretia	Rock, Tallus or Scree; Sand or Sandstone areas
*A2	NAVARRETIA COTULIFOLIA	cotula navarretia	Misc. Wetlands
A1	Navarretia viscidula	sticky navarretia	Freshwater Marsh; Grassland; Sand or Sandstone; Vernal Pools
A2	Oenothera deltoides ssp. cognata	desert evening-primrose	Grassland; Sand or Sandstone
*A2	OENOTHERA DELTOIDES SSP. HOWELLII	Antioch Dunes evening-primrose	Sand or Sandstone areas; Scrub
A2	Penstemon centranthifolius	scarlet bugler	Chaparral; Sand or Sandstone; Woodland
A1	Pentachaeta alsinoides	tiny pentachaeta	Grassland
A2	Phacelia tanacetifolia	tansy phacelia	Gravel; Sand or Sandstone
A2	Plagiobothrys infectivus	dye popcornflower	Misc. habitats
A1	Plantago maritima	Pacific seaside plantain	Salt Marsh
A1	Plantago subnuda	Mexican plantain	Coastal Bluff; Misc. Wetlands
A2	Potentilla anserina ssp. pacifica	Pacific silverweed	Misc. Wetlands
A1	Rumex occidentalis	western dock	Misc. Wetlands
A1	Senecio hydrophilus	alkali-marsh butterweed	Misc. Wetlands
A2	Sesuvium verrucosum	sea-purslane	Alkali areas
A2	Sidalcea diploscypha	fringed sidalcea	Grassland; Woodland
A1	Silene antirrhina	snappedragon catchfly	Burns; Sand or Sandstone; Misc. habitats
A2	Spergularia macrotheca var. leucantha	large-flowered sand spurry	Alkali areas; Vernal Pools
A2	Stephanomeria elata	stephanomeria	Dry Open Slopes
A2	Trifolium wormskioldii	cow clover	Misc. Wetlands
A2	Triglochin striata (T. maritima is more common)	three-ribbed arrowgrass	Salt Marsh
*A1x	TROPIDOCARPUM CAPPARIDEUM (historical-1981 but not seen since)	caper-fruited tropidocarpum	Alkali areas; Grassland
A2	Tropidocarpum gracile	slender tropidocarpum	Alkali areas; Grassland
A1x	Vicia hassei (historical-1891)	slender vetch	Grassland; Scrub
A1	Vicia ludoviciana var. ludoviciana	slender vetch	Scrub; Woodland

NOTE: Plant species followed by “(?)” have taxonomic or distribution problems and it is not clear if they occur here.

EBCNPS Conservation Committee

Dates indicated for historical species refer to last known record in the Alameda-Contra Costa Counties area.

Explanation of Ranks

***A1 or *A2:** Species in Alameda and Contra Costa counties listed as rare, threatened or endangered statewide by federal or state agencies or by the state level of CNPS.

A1x: Species previously known from Alameda or Contra Costa Counties, but now believed to have been extirpated, and no longer occurring here.

A1: Species currently known from 2 or less regions in Alameda and Contra Costa Counties.

A2: Species currently known from 3 to 5 regions in the two counties, or, if more, meeting other important criteria such as small populations, stressed or declining populations, small geographical range, limited or threatened habitat, etc.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711



*Flex your power!
Be energy efficient!*

October 26, 2007

Mr. Jason Burke
City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565-3418

RECEIVED
OCT 30 2007
CITY OF PITTSBURG
PLANNING DEPARTMENT
PITTSBURG 94565

CC004993
CC-4-23.05/26.01
SCH2007102106

Dear Mr. Burke:

James Donlon Boulevard Extension – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the James Donlon Boulevard Extension project. The following comments are based on the Notice of Preparation for the Draft Environmental Impact Report (DEIR):

Traffic Analysis

Please include the information detailed below in the Traffic Impact Study (TIS) to ensure that project-related impacts to State roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the TIS with our office, and we would appreciate the opportunity to review the scope of work. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

The TIS should include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. **State right-of-way (ROW) should be clearly identified.**
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing

and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.

While the 2000 Highway Capacity Manual (HCM) may not be the preferred level of service methodology, it should be used for analyzing impacts to state facilities, particularly where previous analysis employing alternative methodologies has identified impacts. The residual level of service, assuming mitigation has been implemented, should also be analyzed with HCM 2000.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Contra Costa Transportation Authority's Congestion Management Program should be evaluated.
6. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.
7. Special attention should be given to the following trip-reducing measures:
 - Encouraging mixed-use,
 - Maximizing density through offering bonuses and/or credits,
 - Coordinating with TRANSPLAN and Tri-Delta Transit to increase transit/rail use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts,
 - Providing transit information to all future project employees, and
 - Encouraging bicycle- and pedestrian-friendly design.

Encroachment Permit

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Mr. Jason Burke
October 26, 2007
Page 3

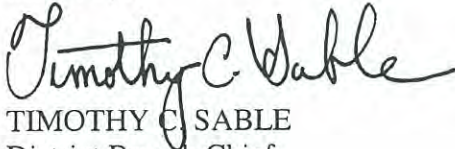
Michael Condie, Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please forward a copy of the DEIR, along with the traffic study, including technical appendices, and staff report to the address below as soon as they are available.

Christian Bushong
Office of Transit and Community Planning, Mail Station 10D
California DOT, District 4
111 Grand Avenue
Oakland, CA 94612-3717

Should you have any questions regarding this letter, please call Christian Bushong or my staff at (510) 286 -5606.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: State Clearinghouse



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Mailing Address
1901 Olympic Blvd., #220
Walnut Creek, CA 94596
Tel: (925) 947-3535
Fax: (925) 947-0642

Website
www.savemountdiablo.org

Founders

Arthur Bonwell
Mary L. Bowerman

November 6, 2007

Mr. Jason Burke
Planning and Building Department
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

Re: comments, James Donlon Boulevard Extension Project
Notice of Preparation of Draft EIR

Dear Mr. Burke,

Save Mount Diablo (SMD) is a non-profit conservation organization founded in 1971 which acquires land for addition to parks on and around Mt. Diablo, and monitors land use planning which might affect protected lands. We build trails, restore habitat, and are involved in environmental education. In 1971 there was just one park on Mt. Diablo totaling 6,788 acres; today there are thirty-eight parks and preserves totaling almost 90,000 acres. We include almost 7000 donors and supporters.

James Donlon Boulevard Extension Project

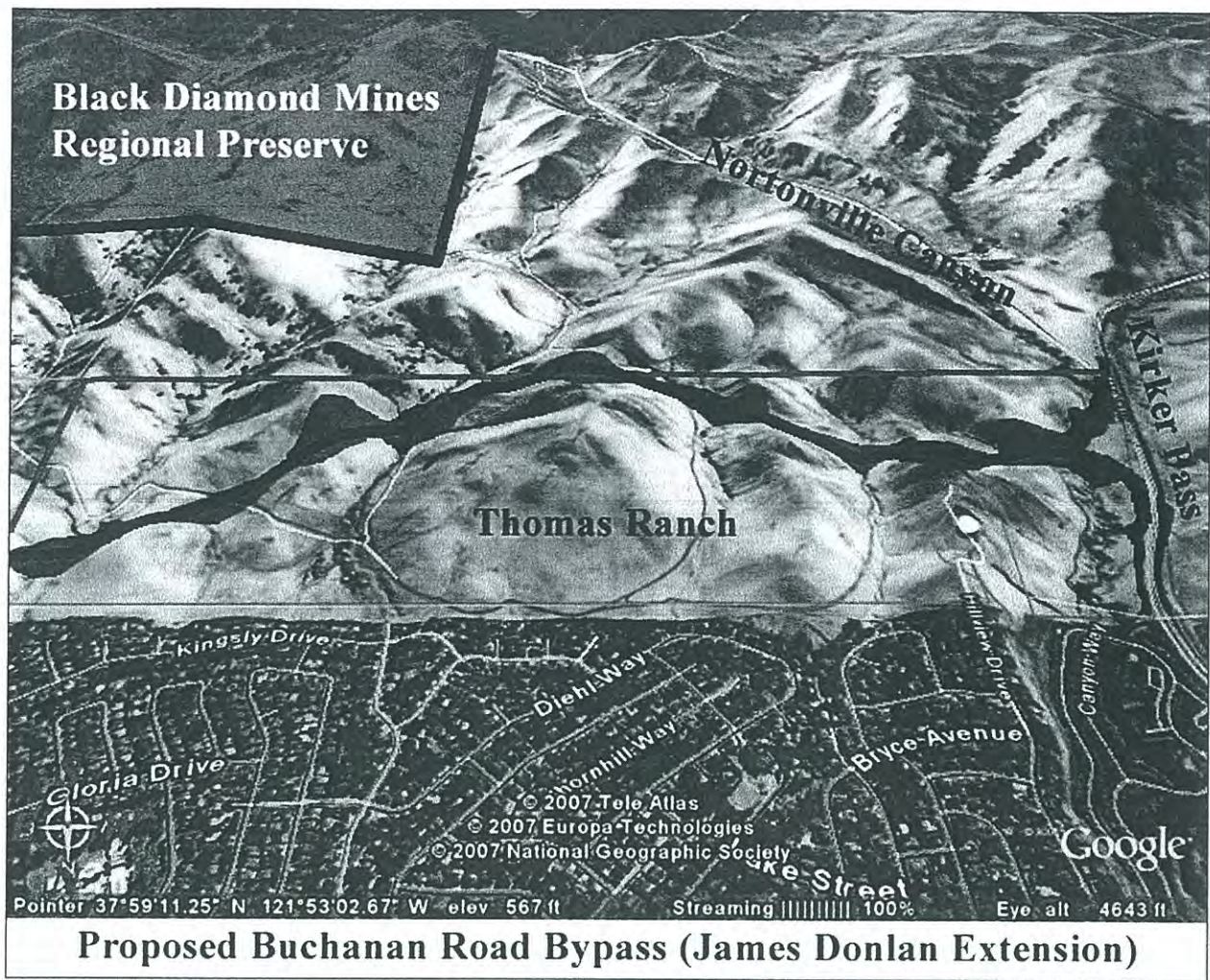
We appreciate the work of staff on the James Donlon Boulevard Extension Project (Buchanan Bypass) and the opportunity to provide information on the project EIR's Scoping.

Save Mount Diablo does not yet have a position on the James Donlon Boulevard Extension Project (Buchanan Bypass) but we have many concerns.

1. We're interested in whether traffic studies will show that this project might benefit Pittsburg residents, or whether it will simply relocate bottle necks while inducing growth which will quickly overwhelm any congestion relief.
2. At first blush, the project seems simply to benefit Seeno Company developments to the east and west while opening up the Thomas Ranch to development, potentially eliminating agriculture on the Ranch's northernmost lands.
 - a. At one time the proposed Bypass started further east on lands now developed by the Seeno companies. As part of their development of the Black Diamond and Sky Ranch II projects they included or have

- proposed arterial level segments of this corridor—which clearly benefit their developments—where the Bypass had previously been proposed.
- b. Why should the city subsidize further development by undertaking additional segments?
3. The project would degrade views from Pittsburg, nearby public lands, and surrounding communities.
 - a. Significant visual analysis should be undertaken.
 4. It's important that a fiscal analysis be conducted for this project.
 - a. What priority does the project have in Contra Costa Transportation Authority lists?
 - b. Why was the project given this level of priority?
 - c. How much would the project cost?
 - d. How would the project be funded?
 - e. How does the project compare with other Pittsburg and regional transportation relief projects?
 - f. What would be the relative benefits of allocation of funding for this project compared to other projects being contemplated?
 5. The proposed project appears to be located further south than on the City's General Plan Map. This would greatly affect development implications for the Thomas Ranch.
 - a. Is the city contemplating a General Plan amendment?
 - b. How would such an amendment conflict with the voter-adopted Measure P?
 - c. Would the project have to go back to the voters?
 6. What is the position of the Thomas family on construction of this project almost entirely within their ranch? Much of the Thomas Ranch is Williamson Act Agricultural Preserve.
 - a. What is the development potential of the Thomas Ranch?
 - b. How would this project support or inhibit development of the Thomas Ranch?
 - c. What would be the impacts on the viability of agriculture on the Thomas Ranch and in the area?
 7. Building this project has the potential to make the Thomas Ranch highly developable, and suggests the extension of city streets downhill into existing Pittsburg neighborhoods.
 - a. What would be the traffic impacts of these neighborhood connections?
 8. The project would affect Black Diamond Mines Regional Preserve in terms of proximity to the preserve, effects on views and resources, light & glare, traffic impacts on the Somersville entrance and the Nortonville easement.
 - a. How would impacts on Black Diamond Mines Regional Preserve be mitigated?

9. Construction of the project could create a barrier for wildlife traveling along an open space corridor stretching from Concord to Livermore, and on smaller corridors along drainages. The project would destroy the habitats of special-status species.
 - a. What design standards would be used to preserve wildlife corridors? For example, the Contra Costa Water District incorporated wildlife protection features in its relocated Vasco Road but its mitigations were ineffective; the wildlife road crossings there appear to have been a failure.
10. The project is subject to Regional Water Quality Control Board regulation and appears to be located in both the San Francisco Bay region and the Central Valley region.
 - a. What are the regulatory considerations?
11. The project could create further slope instability in the hills. The project is on unincorporated land controlled by Contra Costa County. We believe the city has understated the acreage which will be affected, given that the project would cross seven drainages in highly erodible and landslide prone hills.
 - a. How was the acreage figure calculated in the absence of geotechnical & soils analysis?
12. The city suggest that 2.7 million cubic yards of soil would be graded to complete this project.
 - a. How was the grading figure calculated?
13. We're curious why the city has renamed a project which has long been known as the "Buchanan Bypass."



Description

The James Donlon Boulevard Extension Project (Buchanan Bypass) Area is located in unincorporated Contra Costa County south of the City of Pittsburg and west of the City of Antioch. The project consists of a 1.98-mile extension of James Donlon Boulevard west to Kirker Pass Road through undeveloped, privately owned, agricultural land.

Large tracts of open space used for agricultural and recreational purposes are adjacent to the project area and stretch to the south and the west.

The area is high in biological resources and contains a variety of habitats suitable for a number of different special status species.

According to the City, the project requires approximately 100 acres of right-of-way easements to be acquired by the City of Pittsburg from private property owners through eminent domain.

The James Donlon Boulevard Extension project (Buchanan Bypass) is located in an important and environmentally sensitive stretch of land. If approved, the project would have significant impacts on

1. visual resources
2. agricultural resources

3. a major wildlife corridor and a variety of minor corridors but with cumulatively significant impacts
4. listed endangered species and their habitats
5. cultural resources
6. unstable slopes
7. creeks, hydrology, water quality
8. land use designations
9. noise
10. public services.

Issues to Consider

Aesthetics

Despite dense development to the north, the James Donlon Boulevard Extension Project (Buchanan Bypass) Area would be located within a large area of undeveloped ranch land.

To the west, and south of the project site are expansive stretches of open space offering a beautiful landscape of rolling hills and sweeping canyons that serve as the backdrop for east Contra Costa County.

The project site's landscape includes dramatic slopes and drainages that enhance the aesthetic resources of Pittsburg and neighboring communities. As is stated in the Initial Study, Kirker Pass has been designated as a Contra Costa County scenic route and Highway 4 has been proposed as a State designated scenic route. The project site is visible from two scenic routes and development would impact views from these commuter corridors.

The project area is less than half a mile from Black Diamond Mines Regional Preserve and is visible from a number of trails within the Preserve. The amount of grading required for this project and the construction of a major road in the middle of open space is bound to have significant impacts on the aesthetic values of the area and look out points from Black Diamond Mines.

The project site is visible from two scenic routes, public recreational trails, and various other points throughout eastern Contra Costa County. Road construction has the potential to degrade aesthetic resources for people living in and traveling through the area. The EIR should include analysis about the effects on aesthetics and mitigations for impacts on these visual resources.

Agricultural Resources

As stated in the Initial Study comments, the parcels through which the proposed extension would be built are Williamson Act parcels and used primarily for cattle grazing. The proposed extension would divide a century old cattle ranch impacting cattle movement throughout the ranch. In addition, many of the surrounding properties are Williamson Act parcels used primarily for grazing cattle as well.

How would this project undermine agricultural uses in the area? How would this project affect the long-term agricultural viability of the many Williamson Act preserves in the area? Potential impacts on the agricultural uses of the lands surrounding the project should be considered in the EIR.

Air Quality

Residents, commuters, at risk populations, plant and some animal species are affected by adverse changes in the air quality. The EIR should consider how construction of the project and addition of another major commuter artery would impact air quality in the region.

How would this project contribute to air pollution?

How would it contribute to production of greenhouse gases and global warming?

Biological Resources

Wildlife Corridor

The project area is part of an open space wildlife corridor stretching south from Suisun Bay and North Concord to Livermore and the rest of the Diablo Range. Unfortunately, as Central and Eastern Contra Costa County continue to develop, open spaces and wildlife corridors are becoming increasingly fragmented and cut off from one another. Each development approval in this region creates greater fragmentation and narrows a major wildlife corridor. Approval of this project would continue the encroachment of development into an open space corridor and have negative impacts on wildlife dispersal.

Habitat and Special-Status Species

The project area is dominated by sloping grasslands with a few scattered oaks and is crossed by multiple creeks. The property appears to be high in biodiversity given onsite habitats. The creeks crossing the property provide riparian and wetland habitat and wildlife corridors for a variety of species, including the California red-legged frog.

The scattered oaks offer nesting sites and the open spaces provide perfect hunting habitat for many raptors including the golden eagle, which prey mostly upon small rodents common in grasslands. The open grassland provides suitable habitat for a number of different species, including California tiger salamander. Potential significant impacts to onsite habitats should be evaluated.

As stated in the Initial Study, the project area offers suitable habitat for a number of special status species, including California red-legged frog, California tiger salamander, Alameda whipsnake, white-tailed kite, golden eagle, Western burrowing owl, loggerhead shrike, California horned lark, and San Joaquin kit fox. The EIR should include an environmental study to determine what other special-status species may be present in the project area.

Special-status species and their habitats will be significantly impacted by the project. Riparian and wetlands habitats especially will be impacted due to tree removal, erosion caused by grading and soil instability, and increased runoff and point source pollution from the road. Fragmentation of wildlife corridors due to the road will create more barriers for animals traveling throughout the area. The EIR should evaluate how the project will impact special-status species due to loss of habitat.

Cultural Resources

Numerous Native American historical sites have been recorded in Mt. Diablo State Park and throughout the surrounding foothills and flatlands. A variety of tribes lived and gathered food in and around the area and their history is a significant part of the region's heritage. According to the Initial Study, one known pre-historic site has been recorded in the project area. The EIR should include a study of the entire area to determine whether more Native American sites may be present.

The Thomas Ranch is another important historical and cultural resource located in the project area. The Ranch represents the history of Eastern Contra Costa County dominated by cattle ranching. Preservation of the Ranch helps to maintain the heritage of the region as development replaces many of the area's historical resources. The Initial Study acknowledges that the Thomas Ranch is eligible for the National Register of Historic Places. The EIR should evaluate how the road extension project would impact the Thomas Ranch and other important historic resources in the area.

Geology and Soils

Activities that expose and disturb soil, such as construction and development, could impact soil resources and increase soil erosion, soil compaction, loss of soil productivity, etc. Implementing appropriate erosion control measures will help maintain soil resources, water quality, protect property from erosion damage, and prevent accelerated soil loss.

The topography of the area presents concerns about the grading and road construction required by the project. Hilly terrain covers the parcel with slopes rising and dropping from drainages throughout the project area. The area is known to be unstable and has suffered from landslides in the past.

How will grading and road construction impact slumps and slides in an area that is already prone to such occurrences? The EIR should include an analysis of the project's impact on surrounding soils and whether measures to limit negative impacts are in place.

Hydrology and Water Quality

The project area includes several intermittent streams and drainages with wetlands characteristics. Impacts on these drainages and creeks will impact any species that use these creeks and drainages as corridors or habitat.

Grading and road construction have the potential to impact the water quality of the streams throughout the property. Intense grading can cause a significant increase in soil erosion in the area. Potential erosion of soil near wetlands would have impacts on wetlands habitats. The construction of a new road will create an impermeable surface in the area. This change has the potential to increase runoff and impact drainage into the creeks.

Wetlands delineation and impacts on riparian habitat from the project should be assessed in the EIR

Land Use Planning; Cumulative & Growth Inducing Impacts

The EIR should consider the land uses throughout the area in analyzing how this project will add to cumulative impacts on agricultural and open space resources, and how it might be growth inducing.

The parcels through which the proposed extension would be built, and each of the parcels adjacent to the south of the project area, are Williamson Act preserve agricultural lands. Constructing a major road through these agricultural lands conflicts with the land use plan as designated by the County.

The James Donlon Extension project (Buchanan Bypass) has the potential to have significant growth inducing impacts. Construction of a major road through this area increases the likelihood

that the open space would be subdivided and developed. The extension would provide an access road for any potential development of the open land that it dissects. The EIR needs to consider the potential growth inducing impacts of constructing a major transportation corridor through open land.

Noise

Construction of the James Donlon Boulevard Extension (Buchanan Bypass) and future traffic along the road would increase the amount of noise in the area. The increased noise levels would impact neighborhoods to the north of the project area. The habitats and daily habits of animal species can be severely affected by increased ambient noise levels. The EIR should consider the impacts an increase in noise would have on neighboring communities and wildlife in the area.

Public Services

The James Donlon Boulevard Extension (Buchanan Bypass) would connect with Kirker Pass Road near the intersection of Kirker Pass Road and Nortonville Road. East Bay Regional Parks District (EBRPD) uses Nortonville Road for emergency vehicle access into Black Diamond Mines Regional Preserve. Increased traffic at this access point could interfere with EBRPD emergency services within the Preserve. The EIR should consider what impacts the James Donlon Extension would have on public services for Black Diamond Mines, as well as on the park itself.

Thank you for the opportunity to make comments on this project. SMD requests to receive notice of any further filings and SMD will provide further comments and questions at that time.

Sincerely,

A handwritten signature in black ink, appearing to read 'TJTB' followed by a stylized flourish.

Troy Bristol
Land Conservation Associate

Nov. 6, 2007

Scoping Meeting
"Pittsburg Hills Road" (Buchanan Road Bypass)
Environmental Impact Report Preparation
Pittsburg City Hall
Pittsburg, CA 94565

Dear Sirs:

Please consider and provide details in your EIR on the following subjects:

1. Effect on view shed in populated areas from construction of the road and potential adjacent subdivisions serviced by the road.
2. Growth-inducing impacts of this road on Pittsburg, Antioch and Brentwood and traffic impacts on Ygnacio Valley Road in Concord and Walnut Creek.
3. Stability of soils and slopes and landslide potential along road corridor and adjacent subdivisions serviced by road.
4. Consequences of diverting transportation funds to this project from other areas of Pittsburg and from other potential traffic projects such as a Railroad Avenue trolley linking Amtrak and BART.
5. Techniques to configure the south side of the road to create a structural "green wall" impenetrable to urban services while protecting wildlife in adjoining wild lands and allowing safe passage of wildlife as appropriate.
6. Methods of meeting dictates of AB 32 (California Global Warming Solutions Act of 2006) to reduce emissions, for example, to 1990 levels by 2020 through road features such as walk-hike-bike trails and numerous trees or other measures.
7. Alternatives to this project, such as access to subdivisions projects from the north rather than cutting east-west through the hills.

Respectfully submitted,

Mike Lengyel
Pittsburg

Appendix A.4

Public Comment Letters
2012



State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
Bay Delta Region
7329 Silverado Trail
Napa, CA 94558
(707) 944-5500
www.dfg.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



March 9, 2012

Ms. Leigha Schmidt, Associate Planner
City of Pittsburg
Development Services Department, Planning Division
65 Civic Avenue
Pittsburg, CA 94565

Dear Ms. Schmidt:

Subject: James Donlon Boulevard Extension Project, SCH #2007102106, Notice of Preparation of an Environmental Impact Report, City of Pittsburg, Contra Costa County

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the City of Pittsburg (City) has issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the James Donlon Boulevard Extension Project (proposed project).

Under Section 15082(b)(1)(A) of the CEQA Guidelines, public agencies are required to provide specific detail regarding issues that fall within their respective areas of statutory responsibility in response to a NOP. A public agency's response must describe significant environmental issues, reasonable alternatives and mitigation measures to be addressed in the draft EIR. The California Department of Fish and Game (DFG) has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species for the benefit and use by the people of California. In this capacity, DFG administers the California Endangered Species Act (CESA), the Native Plant Protection Act, and other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife public trust resources. DFG has reviewed the NOP and is providing comments as a trustee and responsible agency.

Project Overview

The proposed project is located in the foothills of unincorporated Contra Costa County, near the City of Pittsburg. It consists of construction of a new 1.71-mile arterial roadway, James Donlon Boulevard, extending from the western edge of the approved Sky Ranch II Subdivision to Kirker Pass Road. The purpose of the new arterial would be to relieve existing traffic congestion on Buchanan Road and other city streets. In addition to construction of the new arterial, the City proposes to upgrade 0.63 miles of Kirker Pass Road and to add a northbound to eastbound free right-turn lane from Kirker Pass Road to the new James Donlon Boulevard. The proposed project would also include annexation of two private properties totaling 475 acres, which would be re-designated from "Agricultural Preserve" to "Open Space/Hillside Planned District" in the City's General Plan and Zoning Code.

Grading and excavation for the proposed roadway footprint would require substantial cut and fill due to the steep terrain of the project area. In addition, several landslide deposits would be excavated on the surrounding hillsides and replaced as engineered fill. The footprint of the proposed project (direct ground disturbance) would be approximately 70 acres.

Significant Environmental Issues

The EIR should provide a complete description, including the type, quantity, quality and location, of habitat, flora and fauna present in the project area as the baseline for the biological resources analysis. All endangered, threatened and locally unique species, rare plants, and sensitive habitats known to be or potentially present within the project area should be discussed, and the EIR should indicate the likelihood that each species is present at the project site.

Several special-status species¹ occur in the project area and could potentially be impacted by proposed project activities. Occurrence records in the 2011 California Natural Diversity Database (CNDDB) indicate that the following special-status species have been found within five miles of the project site:

- Alameda whipsnake (*Masticophis lateralis euryxanthus*)
- Antioch andrenid bee (*Perdita scitula antiochensis*)
- Antioch Dunes anthicid beetle (*Anthicus antiochensis*)
- Antioch Dunes buckwheat (*Eriogonum nudum* var. *psychicola*)
- Antioch Dunes evening-primrose (*Oenothera deltoides* ssp. *howellii*)
- Antioch Dunes halcitid bee (*Sphecodogastra antiochensis*)
- Antioch efferian robberfly (*Efferia antiochi*)
- Antioch multilid wasp (*Myrmosula pacifica*)
- Antioch specid wasp (*Philanthus nasalis*)
- Big tarplant (*Blepharizonia plumose*)
- Blennosperma vernal pool andrenid bee (*Andrena blennospermatis*)
- Bolander's water-hemlock (*Cicuta maculata* var. *bolanderi*)
- Burrowing owl (*Athene cunicularia*)
- California black rail (*Laterallus jamaicensis coturniculus*)
- California clapper rail (*Rallus longirostris obsoletus*)
- California least tern (*Sternula antillarum browni*)
- California linderiella (*Linderiella occidentalis*)
- California red-legged frog (*Rana draytonii*)
- California tiger salamander (*Ambystoma californiense*)
- Caper-fruited tropidocarpum (*Tropidocarpum capparideum*)
- Chaparral ragwort (*Senecio aphanactis*)
- Contra Costa goldfields (*Lasthenia conjugens*)
- Contra Costa wallflower (*Erysimum capitatum* var. *angustatum*)
- Delta mudwort (*Limosella subulata*)
- Delta smelt (*Hypomesus transpacificus*)
- Delta tule pea (*Lathyrus jepsonii* var. *jepsonii*)
- Diamond-petaled California poppy (*Eschscholzia rhombipetala*)

¹ As defined in Section 15380 of the CEQA Guidelines.

- Double-crested cormorant (*Phalacrocorax auritus*)
- Ferruginous hawk (*Buteo regalis*)
- Giant garter snake (*Thamnophis gigas*)
- Golden eagle (*Aquila chrysaetos*)
- Hall's bush-mallow (*Malacothamnus hallii*)
- Hoary bat (*Lasiurus cinereus*)
- Hoover's cryptantha (*Cryptantha hooveri*)
- Hurd's metapogon robberfly (*Metapogon hurdi*)
- Lange's metalmark butterfly (*Apodemia mormo langei*)
- Large-flowered fiddleneck (*Amsinckia grandiflora*)
- Mason's lilaeopsis (*Lilaeopsis masonii*)
- Middlekauff's shieldback katydid (*Idiostatus middlekauffi*)
- Mt. Diablo buckwheat (*Eriogonum truncatum*)
- Mt. Diablo manzanita (*Arctostaphylos auriculata*)
- Pallid bat (*Antrozous pallidus*)
- Redheaded sphecid wasp (*Eucerceris ruficeps*)
- Round-leaved filaree (*California macrophylla*)
- Sacramento perch (*Archoplites interruptus*)
- Salt marsh common yellowthroat (*Geothlypis trichas sinuosa*)
- Salt marsh harvest mouse (*Reithrodontomys raviventris*)
- San Joaquin dune beetle (*Coelus gracilis*)
- San Joaquin kit fox (*Vulpes macrotis mutica*)
- San Joaquin pocket mouse (*Perognathus inornatus inornatus*)
- San Joaquin spearscale (*Atriplex joaquiniana*)
- Showy golden madia (*Madia radiata*)
- Silvery legless lizard (*Anniella pulchra pulchra*)
- Soft bird's-beak (*Chloropyron molle* ssp. *molle*)
- Suisun Marsh aster (*Symphyotrichum lentum*)
- Suisun song sparrow (*Melospiza melodia maxillaries*)
- Vernal pool fairy shrimp (*Branchinecta lynchi*)
- Western pond turtle (*Emys marmorata*)
- Western red bat (*Lasiurus blossevillii*)
- White-tailed kite (*Elanus leucurus*)

This list is not necessarily comprehensive and should not be substituted for detailed field surveys conducted during appropriate detection periods. DFG recommended survey and monitoring protocols are available at: [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols for Surveying and Evaluating Impacts.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols%20for%20Surveying%20and%20Evaluating%20Impacts.pdf). Additional species-specific guidance may be obtained through DFG's Bay Delta Region.

Based on the information provided by the lead agency, the proposed project has the potential to result in the following potentially significant impacts related to biological resources:

- Take of state and/or federally listed species and their habitat, including California red-legged frog and California tiger salamander

- Take of nesting birds protected under Fish and Game Code Sections 3503 (governing nests and eggs) and 3503.5 (governing take of raptors) and/or under the federal Migratory Bird Treaty Act
- Take of other special-status wildlife species
- Take of rare plants
- Loss of special-status species habitat
- Loss of riparian and stream habitat
- Obstruction of the movement of amphibians, mammals, insects, birds and other species
- Impacts on special-status species resulting from change of the properties containing the project alignment to an "Open Space" designation
- Cumulative impacts on species and habitat associated with annexation and development of previously undeveloped lands in the vicinity of the plan area

Under Fish and Game Code Section 86, "take" means to hunt, pursue, catch, capture, kill, or attempt to do so. "Take" under the federal Endangered Species Act (ESA) Section 3(18), means to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct". The federal definition of "take" includes harm associated with significant habitat modification or degradation.

Take of special-status species associated with implementation of the proposed project could occur as a result of construction activities, including grubbing, grading, and excavation. Such take could include mortality associated with vehicle strikes and destruction of burrows and dens, or harm and harassment associated with noise disturbance and increased human presence.

The proposed project would also result in the permanent loss of at least 70 acres of grassland habitat and additional loss of riparian and oak woodland habitat. The project would cross several creek channels, including two crossings of Kirker Creek, and would result in permanent fill (culverts and bridges) in these channels. Although the total area of anticipated temporary ground disturbance is not specified in the NOP, a large area of temporary habitat loss would occur as the result of excavation and repair of landslide features.

The proposed project also has the potential to obstruct the movement of animals, such as California tiger salamander, American badger, California red-legged frog, and native insects by creating a physical, auditory and olfactory barrier to typical breeding, foraging, and other essential survival activities. By isolating habitat north of the alignment from habitat to the south, the roadway would fragment existing habitat, reducing the functional value of habitat on either side of the alignment. Fragmentation associated with the proposed project would contribute to a regional and cumulatively significant alteration of species' habitat.

Annexation and rezoning of the parcels that would contain the alignment would remove a barrier to future development, which could result in future habitat loss. Uses allowed under the proposed Hillside Planned District include single-family residential, multi-family residential, planned unit development, commercial and other similar uses. Uses allowed under the Open Space District also include residential, commercial and similar uses. The EIR should address potential impacts associated with annexation and modification of the existing zoning, as both a growth-inducing effect and in context of potential future habitat loss.

In addition to reducing the land use restrictions on the property, the proposed project would construct a physical barrier through the middle of an existing ranch, potentially interfering with ranch operations. The proposed project could reduce the practical and economic viability of the site for continued grazing use, which would increase the vulnerability of the site to future development and habitat loss.

Mitigation

The following section includes a list of mitigation measures recommended by DFG for inclusion in the EIR. These measures may need to be supplemented and/or expanded based on the results of biological surveys and final project plans. These measures are not expected to be sufficient to reduce all impacts to a less-than-significant level; due to the magnitude of the project, many of the impacts discussed above are expected to be significant and unavoidable under CEQA, notwithstanding mitigation.

To avoid take and to address incidental take of species covered under the Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP), the City should obtain take coverage from the East Contra Costa Habitat Conservancy under the HCP/NCCP and should implement all required and recommended avoidance and minimization measures specified therein. The City would be required to compensate for habitat loss associated with the proposed project to obtain coverage under the plan, which would reduce the significance of regional special-status species habitat loss. However, localized habitat loss and associated effects, such as habitat fragmentation, would be unavoidable.

To address impacts to nesting birds during the nesting season (February to September),² the City should conduct pre-construction surveys no more than five days prior to tree removal, ground disturbance or other project-related construction. Surveys should encompass all potential habitats within 300 feet of proposed work areas. The biologist conducting the surveys should be familiar with breeding behaviors and nest structures for birds known to nest in the project area. Surveys should be conducted during periods of peak activity (early morning, dusk), and should include at least two hours of pre-construction monitoring of active nests to characterize "normal" bird behavior. Survey results, including a description of timing, duration and methods used, should be submitted to DFG for review. If nesting birds are found, buffers should be established in consultation with DFG and/or the East Contra Costa Habitat Conservancy. The buffer area should be fenced or flagged off from work activities and avoided until the young have fledged, as determined by the biologist. Active nests found within the vicinity of the project area should be monitored by the project biologist during work activities for changes in bird behavior. Should birds indicate unusual or distressed behavior that could be indicative of future nest abandonment, the biologist should stop work immediately and consult DFG on how to proceed. This mitigation measure would be expected to reduce impacts on nesting birds to a less-than-significant level.

To address impacts to rare plants, a qualified botanist should conduct focused surveys for species that have potential to occur within the project footprint and adjacent areas during the appropriate blooming period for each species. If rare plants are found, DFG should be

² If there is potential for occurrence of birds covered by the HCP/NCCP at the project site, HCP/NCCP pre-construction survey requirements should be substituted for this measure.

consulted for guidance on appropriate avoidance measures prior to initiation of project construction. This mitigation measure would be expected to reduce impacts to rare plants to a less-than-significant level.

To address loss of riparian and stream habitat, the City should select the alignment that would result in the least cut and fill. The City should also utilize large box culverts or bridges for creek crossing rather than small culverts where feasible. Larger culverts would also increase wildlife access from one side of the roadway to the other. Although the City would be required to compensate for riparian and stream habitat loss under the HCP/NCCP, fill of streams would conflict with Fish and Game Commission Policy regarding wetland resources (including streams and other water bodies), which "strongly discourages development in or conversion of wetlands" and indicates that any net-loss of wetlands is considered "damaging to fish and wildlife resources".³ The loss of riparian and stream habitat would also conflict with the California Wetlands Policy,⁴ which established a specific goal of "no net-loss of wetlands". Therefore, the loss of riparian and stream habitat should be considered significant and unavoidable with implementation of the proposed project.

The City has sought DFG guidance regarding design of wildlife crossings to reduce the impact of the proposed project on wildlife movement. DFG appreciates the City's efforts to minimize this impact and recognizes that the design improvements will lessen the severity of impacts to species movement. However, while the wildlife crossings will be beneficial, the proposed project will create a substantial barrier, and the overall impact would be unavoidable.

Under CEQA, all feasible avoidance and minimization measures must be implemented to avoid potentially significant impacts, pursuant to CEQA Guidelines Section 15021(a). This standard may require the City to implement project-specific design modifications or other additional mitigation as the design of the project progresses.

Alternatives

The EIR should analyze reasonable alternatives that would be expected to meet all or some of the project objectives and that may have lesser impacts than the proposed project. DFG has identified the following reasonable alternatives, and recommends that such alternatives be considered in the EIR:

- A No Project alternative
- An alternative that would involve implementation of alternative traffic management strategies, such as expansion of public transit opportunities, that would (fully or partially) preclude the need for the proposed project
- An alternative that would shift the location of the roadway closer to existing development
- An alternative that would reduce the impact to streams, if available
- Consideration of an alternative roadway alignment within City limits or expansion of an existing arterial

³ "Wetland Resources" Policy, as amended August 18, 2005. Fish and Game Code, 2012.

⁴ Issued by Governor Pete Wilson on August 23, 1993.

If environmental impacts are found to be significant and unavoidable, the City will need to issue CEQA findings and a statement of overriding conditions prior to certifying the EIR. Please ensure that the EIR contains a sufficiently detailed analysis of existing traffic and land use conditions to justify the trade-offs between construction of the proposed project and anticipated environmental impacts.

DFG's Role as a Responsible or Trustee Agency

DFG is a trustee agency for all projects that would affect biological resources and habitats, including the proposed project. DFG is also considered a responsible agency if a project would require a discretionary approval, such as a CESA Permit or a Lake and Streambed Alteration Agreement (LSAA). A CESA Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require an LSAA, pursuant to Section 1600 et seq. of the Fish and Game Code.

Because the proposed project would result in take of listed species and alteration of multiple streams, the project is expected to require discretionary approvals, and DFG is considered a responsible agency under CEQA. The project applicant is responsible for applying for and obtaining necessary DFG permits and approvals prior to initiation of the proposed project. Per Sections 15073(d) and 15082 of the CEQA Guidelines, environmental documents and associated notices subject to review by responsible and trustee agencies must be circulated through the State Clearinghouse, California Office of Planning and Research. A copy of the Notice of Determination, stamped by the State Clearinghouse, will be required by DFG prior to issuance of a permit or agreement.

If you have any questions, please contact Ms. Randi Adair, Environmental Scientist, at (707) 944-5596; or Mr. Liam Davis, Senior Environmental Scientist, at (707) 944-5529.

Sincerely,



Scott Wilson
Acting Regional Manager
Bay Delta Region

cc: State Clearinghouse

Mr. Ryan Olah
Ms. Stephanie Jentsch
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND 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
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March 12, 2012

CC004993
CC-4-23.05/26.01
SCH# 2007102106

Ms. Leigha Schmidt
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

Dear Ms. Schmidt:

James Donlon Boulevard Extension Project – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the James Donlon Boulevard Extension Project. The following comments are based on the Notice of Preparation (NOP). As the lead agency, the City of Pittsburg (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring must be fully discussed for all proposed mitigation measures.

Circulation Analysis

Please include discussion of project-related impacts to nearby State Route (SR) 4 in the Circulation Analysis.

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



**CONTRA COSTA
WATER DISTRICT**

1331 Concord Avenue
P.O. Box H2O
Concord, CA 94524
(925) 688-8000 FAX (925) 688-8122
www.ccwater.com

February 28, 2012

Directors

Joseph L. Campbell
President

Karl L. Wandry
Vice President

Bette Boatman
Lisa M. Borba
John A. Burgh

Jerry Brown
General Manager

VIA FACSIMILE (925) 252-4814
Hard Copy to Follow

Ms. Leigha Schmidt
Pittsburg Planning Dept.
65 Civic Ave.
Pittsburg, CA 94565

Subject: CEQA Notice of Preparation for the James Donlon Blvd. Extension Project

Dear Ms. Schmidt:

The Contra Costa Water District (CCWD) has reviewed the Notice of Preparation (NOP) for the James Donlon Blvd. Extension Project, a proposed 1.71 mile extension of James Donlon Blvd. in an unincorporated area of Contra Costa County near the southern limits of the City of Pittsburg and between the Sky Ranch II Project to the north and Kirker Pass Road to the south. It is expected that the roadway project will impact approximately 100 acres across two miles of undeveloped range land.

CCWD manages and maintains water facilities that are owned and operated by the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal as well as a number of untreated water laterals. CCWD provides wholesale water service from the United States Bureau of Reclamation to the City of Pittsburg who provides retail water service. At this time, there are no entitlements for water service for the area where the extension of James Donlon Blvd is proposed.

Although the project has been revised, it is clear the changes to the project description do not warrant changes to our previous comments documented in a letter to the City of Pittsburg on November 26, 2007 (attached). All of the issues raised in the November 26, 2007 letter should be addressed in the environmental documents prepared for this project.

Please contact me at (925) 688-8119 should you have further questions.

Sincerely,

Mark A. Seedall
Principal Planner

MAS/jmt
Attachment



**CONTRA COSTA
WATER DISTRICT**

1331 Concord Avenue
P.O. Box H20
Concord, CA 94524
(925) 688-8000 FAX (925) 688-8122

Revised 11/26/07

November 26, 2007

VIA FACSIMILE (925) 252-4814
Hard Copy to Follow

Directors

Joseph L. Campbell
President

Elizabeth R. Anello
Vice President

Bette Boatman
John A. Burgh
Karl L. Wandry

Walter J. Bishop
General Manager

Mr. Jason Burke
Planning & Building Dept.
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

**Subject: Notice of Preparation for a Draft Environmental Impact Report for the
James Donlon Blvd. Extension Project**

Dear Mr. Burke:

The Contra Costa Water District (CCWD) is in receipt of a request for comments on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) on the proposed 1.9 mile extension of James Donlon Blvd. in an unincorporated area of Contra Costa County near the southern limits of the City of Pittsburg and between the Sky Ranch II Project to the north and Kirker Pass Road to the South. It is expected that the roadway project will impact approximately 100 acres across two miles of undeveloped range land.

CCWD manages and maintains water facilities that are owned and operated by the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal as well as a number of untreated water laterals. CCWD provides wholesale water service from the United States Bureau of Reclamation to the City of Pittsburg who provides retail water service. At this time, no water service is provided to the area where the extension of James Donlon Blvd is proposed.

CCWD would request that the James Donlon Blvd EIR consider the following:

1. The proposed extension of James Donlon Blvd is outside of the City of Pittsburg and is outside of the Contra Costa Water District. This area has no entitlements to allow for the provision of water service on either a temporary or long term basis.
2. The proposed extension of James Donlon Blvd connects to the eastern portion of the Sky Ranch II development. Sky Ranch II is outside of the City of Pittsburg and outside of the Contra Costa Water District. In October 2007, the City of Pittsburg on behalf of Sky Ranch II developers submitted an application for an annexation and CVP inclusion.
3. The project description should describe the relationship of the extension of James Donlon Blvd within Sky Ranch II to the extension of James Donlon Blvd west of Sky Ranch II to Kirker Pass Road.

4. The area surrounding the James Donlon Blvd extension (from Sky Ranch II to Kirker Pass Road) of approximately 697 acres has been approved by Pittsburg voters to be included within an expanded urban limit line. However, this area has yet to be annexed to the City of Pittsburg and is not part of the service area of the Contra Costa Water District.
5. There should be some discussion of the likely development within the expanded urban limit line area surrounding the James Donlon Blvd roadway extension. If for example the area surrounding the roadway improvement will be annexed by the City of Pittsburg and CCWD prior to construction of the roadway then water related services could be fully available to support the roadway expansion.
6. Under CCWD regulations any proposed use of water will require that the area where such water will be used be annexed to the CCWD service area. In addition, any use of water will require review by the United States Bureau of Reclamation for inclusion to its Central Valley Project area. Before water service entitlements are established, United States Bureau of Reclamation review will require National Environmental Policy Act (NEPA). Of particular importance for the NEPA review is the Endangered Species Act and Cultural Resources (Section 106 of the National Historic Preservation Act). If there is Federal Funding associated with the roadway extension then a NEPA review is necessary and the City of Pittsburg may wish to consider addressing the use of Central Valley Project water.
7. The EIR should clearly define the amount of construction water that will be needed as well as the degree of permanent landscaping that will be included. CCWD intends to further consult with the United States Bureau of Reclamation regarding the use of Central Valley Project water for construction only.
8. CCWD operates and maintains the Contra Costa Canal that is located north and parallel to the extension of James Donlon Blvd. An analysis of the impacts from drainage associated with the roadway project on the Contra Costa Canal is required. It is likely that a portion or all of the drainage from the new road will need to be diverted under the Contra Costa Canal. It is possible that such facilities would need to be expanded or have limited capacity to accept additional runoff.

In response to questions raised in the October 17, 2007 letter from RBF Consulting, the firm putting together the EIR on the project, the following responses are provided:

1. What is the current and projected water capacity for the District: annual use in acre-feet, daily flow in cfs and peak demand in MGD? *CCWD has a contract with the Central Valley Project for up to 195,000 acre-feet per year of raw water. Annual demand for water is currently approximately 125,000 acre-feet per year.*
2. What is the projected water demand for the project area based on the Information provided? *For irrigating the landscaped areas of the 100-acre project (approximately 30-acres), water use would be about 100-acre feet per year. For*

dust control of the construction phase of the 1.9 mile 2-year project, CCWD would need to know the capacity and number of tanker trucks to be used and how often they would be used. Urban development of the area adjacent to the roadway will expand water use to approximately 2/3 acre feet per year per household. 1,500 new homes would use approximately 1,000 acre feet per year.

3. Please indicate any existing facilities on/near the project area? *The City of Pittsburg provides retail water service in this area and maintains the retail distribution system that are likely in close proximity to the roadway extension. Ultimately, the roadway would likely include water distribution systems.*
4. What is the current rate of local groundwater extraction and existing groundwater quality? Will the proposed project have an impact on water quality? *CCWD is not aware of any groundwater facilities in the vicinity of the proposed roadway project. However, CCWD would request that best management practices be used for any storm water runoff from the new roadway. This will ensure that water within the Delta is not adversely impacted by runoff from the new roadway.*
5. Will the proposal require new facilities or additions to existing facilities? *Yes. The street would in all likelihood have a water line in it. The timing of such facilities and the need for this facility should be evaluated within the EIR.*
6. Do you have any required assessment fees or other required or recommended mitigation measures for project impacts? *The area where the road is being constructed is not within the City of Pittsburg, the Contra Costa Water District, or the Central Valley Project area of use. If water will be supplied within this area, it will need to be annexed to the City of Pittsburg and CCWD. In addition, Reclamation would need to approve water use in this area. There are fees and charges associated with expanding the CCWD service area. In addition, Reclamation must be reimbursed for its review of the proposed change to the Central Valley Project service area.*
7. SB 610 requires a water supply assessment to be provided by the affected water agency for incorporation into the EIR. As such, please identify whether the demand created by the proposed project has been considered in your agency's most recently adopted water management plan. Increased demand for the project will only occur during the construction process. Please identify whether additional demand created for water during construction has been considered in your agency's most recently adopted water management plan. The assessment should indicate whether the water demand associated with the proposed project can be served by your agency's supplies available during a normal, single-dry, and multiple-dry water years, in addition to the demand for water from existing and other planned uses. *Urban development along this road will likely require a SB 610 assessment. Such an assessment would need to be conducted by the City of Pittsburg.*

Jason Burke
City of Pittsburg
November 26, 2007
Page 4

8. Does your agency have sufficient water supplies available to serve the project area from existing entitlement and resources, or are new expanded entitlements needed? *Pending approval from the United States Bureau of Reclamation and satisfaction of all of CCWD's regulations and requirements it appears that there are sufficient water supplies available for the project.*
9. Is there any other relevant information regarding potential significant effects of the project? *It would be helpful to have a complete understanding of the timing of the roadway project relative to urban development. If urban development and the roadway extension are close in time then CCWD advises that the land area in which the project resides will need to be annexed to the City of Pittsburg and the CCWD service area expanded and annexed to include the project area. The United States Bureau of Reclamation Central Valley Project area would also need to be expanded.*

Please contact me at (925) 688-8119 should you have further questions.

Sincerely,



Mark A. Seedall
Senior Planner

MAS/jmt/rlr:mlc



Contra Costa County
Flood Control
& Water Conservation District

Julia R. Bueren,
ex officio Chief Engineer

R. Mitch Avalon,
Deputy Chief Engineer

February 23, 2012

Leigha Schmidt
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

RE: James Donlon Boulevard Extension
Our File: 97-70 EIR — James Donlon Boulevard Extension

Dear Ms. Schmidt:

We have reviewed the Revised Notice of Preparation (NOP) and the CEQA Initial Study Checklist for the James Donlon Boulevard Extension located south of Buchanan Road, between Kirker Pass Road to the west and Ventura Drive to the east, which we received on February 13, 2012, and offer the following comments:

1. We recommend that the DEIR include a map of the project area delineating all parcels involved in the project as well as the annexation.
2. We request that the DEIR provide a map of the watersheds where the project is located, including watershed boundaries.
3. In the Hydrology Section, please identify and show all existing watercourses, tributaries, and man-made drainage facilities within the project site that could be impacted by this project. The discussion should include an analysis of the capacity of the existing watercourses.
4. The Hydrology Section should quantify the amount of runoff that would be generated by the project and discuss how the runoff entering and originating from the site would be distributed between the natural watercourses and any man-made drainage facilities.
5. We recommend that the DEIR address the design and construction of storm drain facilities to adequately collect and convey stormwater entering or originating within the project to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed, per Title 9 of the County Ordinance Code.
6. A hydrology map defining the drainage areas within the main watershed should be included in the DEIR.

7. If improvements or work within the natural watercourses are proposed, the DEIR should discuss the scope of improvements. Any work in natural watercourses outside of the City limits will require a drainage permit from the Contra Costa County Public Works Department. Any work in natural watercourses may also require a permit from agencies such as the U.S. Army Corps of Engineers, the State Department of Fish and Game, and the State Regional Water Quality Control Board. We recommend that the DEIR request that the appropriate environmental regulatory agencies explore the permits, special conditions, and mitigation that may be necessary for this project.
8. The DEIR should discuss the adverse impacts of the runoff from the project site to the existing drainage facilities and drainage problems in the downstream areas. This project falls within the Kirker Creek watershed. Kirker Creek is known to have flooding issues; therefore, we typically recommend that the City collect drainage mitigation fees from new developments within the Kirker Creek watershed. The Contra Costa County Flood Control & Water Conservation District recommends that \$0.80 per square foot of newly created impervious area be contributed to the drainage improvement fund for Kirker Creek based on the magnitude of the flooding problems and the estimated cost for needed improvements.
9. This project is located within Drainage Area 70 (DA 70), an unformed drainage area. Therefore, there are no drainage area fees due at this time.

We appreciate the opportunity to review plans involving drainage matters 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:cw
G:\fldctl\CurDev\CITIES\Pittsburg\97-70 EIR\NOP James Donlon Blvd comments.docx

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



March 12, 2012

Leigha Schmidt, Associate Planner
Development Services Department, Planning Division
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

Dear Ms. Schmidt:

Thank you for providing the Contra Costa LAFCO with the Revised Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the *James Donlon Boulevard Extension project*. We received this document on February 13, have reviewed it, and offer general and specific comments below.

General Comments

As a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), LAFCO may need to rely on the City's environmental document for this project in consideration of any subsequent boundary change [e.g., annexation, sphere of influence (SOI) amendment] relating to this project.

LAFCO is an independent, regulatory agency with discretion to approve or disapprove boundary changes. LAFCO is required to consider a variety of factors when evaluating a proposed boundary change including, but not limited to, the project's potential impacts on agricultural land and open space, the provision of municipal services and infrastructure to the project site, the timely and available supply of water, etc. The factors relating to boundary changes are contained in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 ("CKH" - Government Code section 56000 et seq.) and include section 56668. (Note: All references in this letter are to the Government Code). We encourage the City to reference 56668 and other relevant factors in its environmental document, as this will help facilitate the LAFCO application process. Failure to do so may result in additional CEQA compliance work on the part of the applicant.

If LAFCO will be asked to rely on the City's EIR for a future boundary change (i.e., annexation, SOI amendment), the City's document should 1) specifically reference the LAFCO action(s) in the Project Description, 2) list LAFCO as Other Public Agencies Whose Approval is Required, and 3) most importantly, evaluate the LAFCO action(s) and relevant CKH factors on which the LAFCO decision would be based.

Specific Comments/Questions

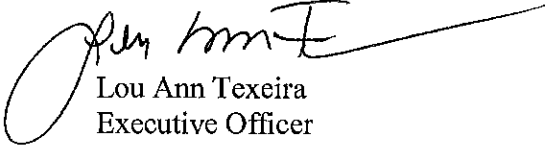
1. The Project description does not indicate which of the three potential routes is preferred. Please clarify.

2. The proposed project includes a number of parcels. *Why is the City proposing to annex some of the parcels and not others?* We note that not all of the parcels proposed for annexation are within the City's existing SOI. In order to annex property, the property must be within the City's SOI. Should an SOI amendment be required, the EIR should include a discussion of the proposed SOI amendment including an evaluation of the relevant factors pursuant to CKH (e.g., sections 564245-56428).
3. It would be helpful to have maps that clearly identify the project area (e.g., parcel map, annexation map) and the proximity of the annexation area to the City's existing SOI and Urban Limit Line.
4. We note that the project area contains agricultural land. If LAFCO will need to rely on the City's environmental document for a future LAFCO action (e.g., SOI amendment, annexation), then the City's CEQA document must reference and evaluate the extent to which the subject area is considered "prime agricultural land" pursuant to the definition set forth in section 56064.
5. We note that the project area contains land covered under Williamson Act contracts. Included in the CKH are various provisions that preclude LAFCO from annexing Williamson Act land to a city if it will result in the extension of services including non-agricultural water, sewer, and roads (e.g., section 56856.5). The City's environmental document must adequately address these provisions.
6. If the City is able to adequately address the Williamson Act provisions contained in CKH, the City will need to specify who will succeed the Williamson Act contract - the City or the County.
7. There is reference in the NOP/Initial Study to the Montreux development. *Is the road intended to facilitate future growth in the area? What is the relationship of the road to future development (e.g., Sky Ranch, Montreux)?* The City's environmental document should adequately address growth inducement and provide mechanisms for addressing this issue (e.g., permanent open space/conservation easement and/or alternative preservation tools).
8. The NOP/Initial Study indicates "no impact" to fire service. Given that the project includes a roadway, and that 85% of fire service calls are emergency medical response calls, it appears that there will be an increase in demand for emergency medical services in response to auto accidents. The City's environmental document should address this issue.
9. The proposed project includes a roadway; however, there is no discussion in the NOP/Initial Study regarding future water service to maintain the road/median. The City's environmental document should address the need for landscape irrigation and other water demands associated with the project. And in light of our comment #5, above, the EIR should include a discussion of future water needs and service availability for the potential residential or other development that might become possible as a result of the proposed roadway. The City's document should identify the source of water available and what additional approvals would be required to obtain water. It should be noted that the project area is outside the Contra Costa Water District's service boundary and has no entitlements for the provision of water service.
10. If the proposed project will require a future annexation, a plan for service is required. The plan for service must include (a) a description of the services to be extended to the project area, (b) the level and range of those services, (c) an indication of when those services can feasibly be extended to the project area, (d) an indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory, and (e) information regarding how those services will be financed. These issues need to be supported in the City's environmental document.

11. The proposed project includes construction of a road. *How will the City finance the new road?*

Thank you for the opportunity to comment. We look forward to receiving a copy of the City's draft environmental documents relating to this project. Please contact the LAFCO office if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Lou Ann Texeira", with a long horizontal flourish extending to the right.

Lou Ann Texeira
Executive Officer

c: LAFCO Planner



March 5, 2012

Leigha Schmidt, Associate Planner
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

**RE: JAMES DONLON BOULEVARD EXTENSION NOTICE OF PREPARATION
- EAST BAY REGIONAL PARK DISTRICT SCOPING COMMENTS**

East Bay Regional Park District (the "District") has received a copy of the City of Pittsburg's revised Initial Study and Notice of Preparation (NOP) for the proposed James Donlon Boulevard Extension (the "Extension"). The proposed project is in close proximity to the Park District's Black Diamond Mines Regional Preserve and East Contra Costa HCP preserve system.

The Park District 1997 Master Plan commits us to preserving natural and cultural resources, open space, parks and trails for the enjoyment and recreation of residents of Contra Costa and Alameda counties. Since our attached NOP comment letter for this project dated November 20, 2007, the District has acquired 3,452 acres of open space adjacent to the project area, including the 1,012 acre Thomas Ranch. Please see the attached map showing the location of these lands.

To help us understand and evaluate the potential impacts of the Extension, the Draft Environmental Impact Report (DEIR) should focus on analyzing impacts related to biological resources, East Contra Costa County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) compliance, traffic and circulation, growth inducement, noise, aesthetics, public safety, fire hazards, water quality and historic resources.

A fourth alternative roadway alignment should be considered that uses flatter topography to the north of the proposed alignments. Attached is a rough depiction of such an alignment. Grading on flatter topography will help minimize impacts to a rare band of rock outcrops that span east to west through the hills. It would also help lessen visual impacts, grading impacts and help reduce the intrusion of infrastructure into open space.

The project should be designed to avoid impacts to the approximately seven streams it appears to traverse. Stream impacts may have a detrimental effect on special status-species such as

red legged frog and conflict with the District's efforts toward the recovery of these species through its land acquisition program and the HCP/NCCP.

Because they are still relevant, I have enclosed the District's scoping comments from November 20, 2007 pursuant to the California Environmental Quality Act (CEQA) in response to the City of Pittsburg's revised NOP. If you have any questions or comments, please contact Chris Barton by phone at (510) 544-2627 or via email at cbarton@ebparks.org.

Sincerely,



Brad Olson
Environmental Programs Manager

attachments (3)

Map showing District Properties in Relation to Project
Figure 6 with possible fourth alignment
Original NOP Scoping Letter Dated November 20, 2007



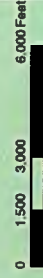
**Parkland and
Protected Open Space
in Vicinity of Proposed
James Donlon Blvd.
Extension 2012**



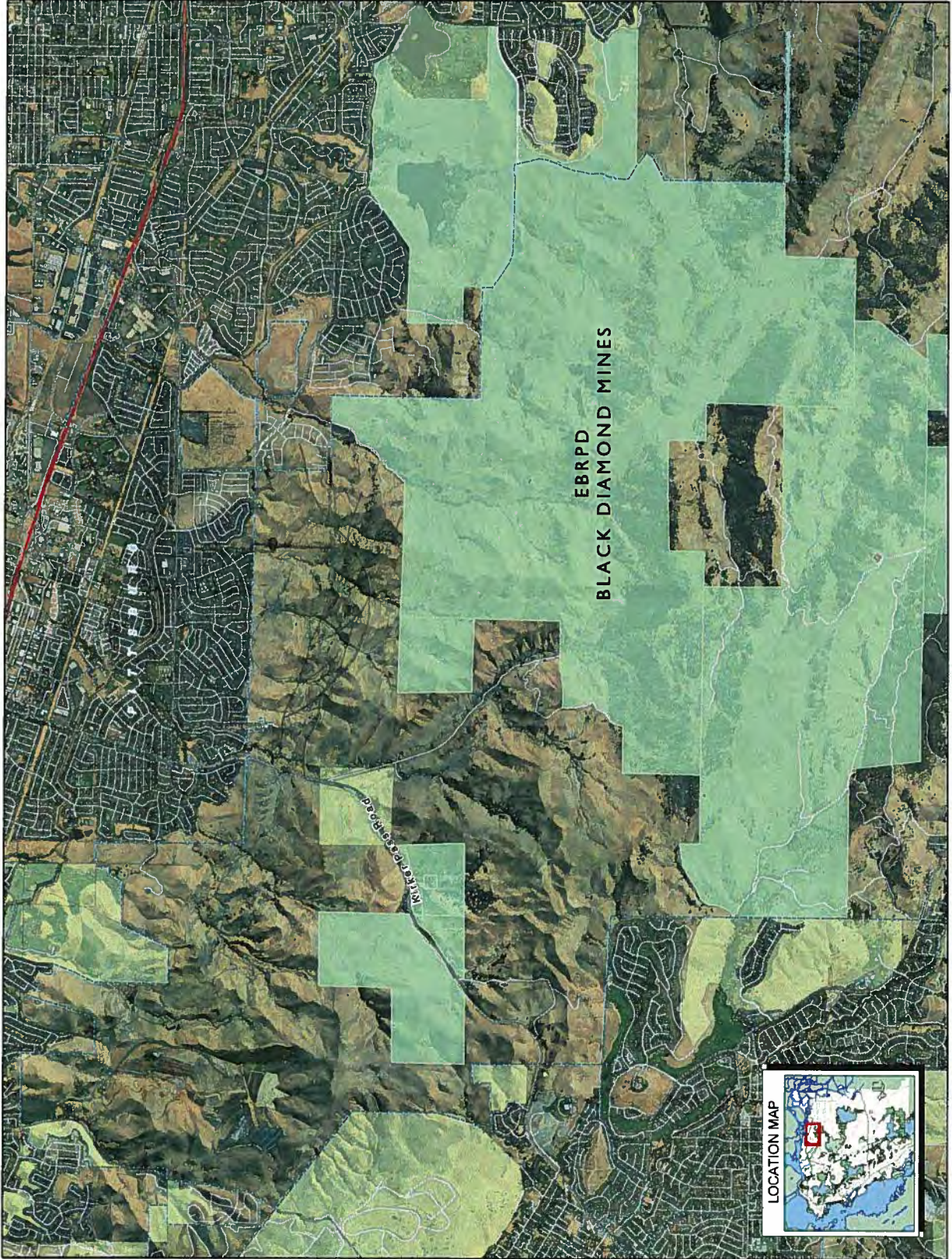
Land Designations

- Parkland
- Open Space

1:40,000



February 24, 2012
Environmental Programs & GIS Applications
James Donlon Blvd. Extension
bd_jamesdonlon-ext_02-2012_11117.mxd



Possible Alternative Northern Alignment +



JAMES DONLON BOULEVARD EXTENSION INITIAL STUDY
Project Alignments - All Alternatives

Figure 6



James Donlon Boulevard Extension CEQA Notice of Preparation (NOP)
Scoping Comments
November 20, 2007

The District owns and manages Black Diamond Mines Regional Preserve, a 6,286 acre park that provides regional recreation opportunities to east Contra Costa County residents. Black Diamond Mines is located approximately one half mile from the proposed roadway alignment. The Park District also recently proposed to the Concord Local Reuse Authority, and applied for, a Public Benefit Conveyance from the National Park Service, to establish a regional park on the Concord Naval Weapons Station (CNWS) property. The envisioned park would be located on lands east of Mt. Diablo Creek, including the entire area of the Concord Naval Weapons Station (CNWS) south of Willow Pass Road.

The Draft Environmental Impact Report (DEIR) should recognize that any aspect of the project that would directly or indirectly result in deterioration of the quality of the recreational experience provided by Black Diamond Mines or the future CNWS regional park may result in a significant impact. In determining whether project impacts may deteriorate the quality of the recreational experience, the DEIR should recognize the types of activities that are associated with "recreational experiences". The Park District 1997 Master Plan describes recreational activities that its park users experience while enjoying the lands it manages. These activities include nature appreciation, hiking, biking, equestrian use, camping, picnicking, photography, painting, and birding. Any disruption or deterioration of park user's experience while engaging in these activities, either indirectly or directly resulting from the project, is of concern to the District and may result in a significant environmental impact under CEQA.

To help us understand and evaluate the potential direct and indirect environmental impacts the project may have on recreational resources, the DEIR should recognize in its analysis that there are several impact categories, such as, biological resources, HCP/NCCP compliance, traffic and circulation, growth inducement, noise, aesthetics, public safety, hazards and historic resources that may impact recreational resources. Specifically, the scope of the DEIR should provide sufficient analysis and detail about the project's environmental impacts on:

1. **Biological Resources** - The DEIR should examine how project impacts to plant and wildlife habitat will impact biological resources in Black Diamond Mines and surrounding watersheds. In our effort to maintain and preserve the recreational experience of our park users, we are actively involved in management activities aimed to preserve existing plant life and wildlife habitat in Black Diamond Mines and surrounding watersheds. Any permanent loss or fragmentation (including edge effects) of sensitive riparian or California annual grassland natural



communities resulting from construction of the Extension or installation of bridges and culverts could undermine these management efforts and impact the recreational experience of park and trail users.

2. **HCP/NCCP Compliance** - The DEIR should evaluate how the project has been designed and will be constructed to comply with East Contra Costa County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) Conservation Measure 1.14 (Design Requirements for Covered Roads outside the UDA) and any other applicable HCP/NCCP conservation measure. Conservation Measure 1.14 imposes required, possible and optional design elements on covered road projects (HCP/NCCP, Table 6-6). The magnitude of project impacts to biological resources will greatly depend on how these design elements are incorporated into (or omitted from) the final design of the project. The HCP/NCCP requires that the application of these standards, including project siting, design and construction be approved by California Department of Fish and Game (CDFG) and US Fish and Wildlife Service (USFWS, HCP/NCCP, p. 6-28). In order for us to ascertain what the actual biological impacts of the project will be, the DEIR's analysis of impacts to biological resources should reflect the project design approved by CDFG and USFWS.

According to the Initial Study, the project will conflict with the HCP/NCCP (Initial Study, Section IV(f)). An explanation of how the project is in conflict with the HCP/NCCP is not provided in the Initial Study. The DEIR should describe and evaluate this conflict in detail, and the project should be designed to meet the conservation strategy objectives set forth in the HCP/NCCP.

3. **Traffic and Circulation** – The DEIR's traffic analysis should address the following issues to help us understand and evaluate how the Extension will impact Black Diamond Mines and the CNWS park currently in its planning stages:
 - a. The proposed alignment of the Extension appears to cut off access to Nortonville Road. This is a key point of emergency vehicle maintenance access (EVMA) to Black Diamond Mines. The project should be designed not to impact this access point, and the DEIR should evaluate potential traffic and circulation hazards/conflicts should this intersection need to be relocated and/or reconfigured.
 - b. Cumulative future traffic conditions – The following projects are foreseeable future projects that should be accounted for in the DEIR's cumulative future traffic conditions analysis (in addition to already entitled developments) of regional traffic impacts:



- i. Build-out of the southern hills according to Pittsburg General Plan densities (including the Montecito and Faria areas). This analysis should assume that the San Marco Boulevard – Bailey Road connection has been made.
 - ii. Build-out of CNWS - the Concord City Council adopted a range of development alternatives to be analyzed for the development of the CNWS at its October 9, 2007 meeting (see Attachment 1). This range of development alternatives reflects reasonably foreseeable build-out of CNWS and should be used to develop assumptions for residential densities and commercial and industrial square footages for calculating the project's impact to regional cumulative future traffic conditions. The traffic study prepared for Concord's recent general plan update predicts future traffic conditions in this area and should also be considered in the DEIR's traffic analysis. Not including the build-out of the CNWS in the cumulative future traffic conditions traffic analysis for the extension would be improper and inadequate under CEQA.
 - c. Scope of the traffic study – The traffic study should examine how the project will affect levels of service for existing and future intersections along Kirker Pass Road, Bailey Road, and any potential north-south connection between Kirker Pass Road and SR-4 through CNWS identified by the City of Concord.
4. **Growth Inducement** – The DEIR should examine how the project will induce local and regional growth and the need to construct more roads in response to increased westbound traffic volumes from the project.
-
- a. Construction of the project will induce growth to the Buchanan planning sub-area by extending vehicle access and utilities onto undeveloped land with special status species habitat, wetlands, and historic and cultural resources located on it. The DEIR should evaluate how the project will avoid and minimize growth-inducing impacts to this area and analyze the impacts (e.g. the loss of sensitive habitat) to areas that will experience growth as a result of the project.
 - b. Conservation of lands in the Buchanan planning sub-area – With the passing of Measure P, Pittsburg voters sent a clear message that preserving open space in the Buchanan planning sub-area is in the public's interest. This is evident by the voters not approving more acreage for residential development in this planning sub-area and pre-zoning the area for open space. Since Measure P allows the City Council to over-



ride and expand the development footprint adopted by the voters, a mechanism is needed to ensure areas designated by Measure P as open-space remains undeveloped. A conservation easement over areas designated *open space* by the General Plan could provide this assurance if it were to preclude any kind of future development and be held by a third party to monitor and enforce the restrictions in perpetuity.

- c. The DEIR should examine how the Extension's increased westbound traffic movement will induce the need to construct a new regional roadway connection between the western reaches of Kirker Pass Road and State Route 4. All the impacts associated with this new regional roadway connection should be analyzed in the DEIR. The alignment of a regional connection in this area would likely traverse CNWS and necessitate development on the east side of Mt. Diablo Creek. The DEIR should address how this impact would fragment sensitive riparian and California annual grasslands natural communities and limit the regional park opportunities being planned for this area.
5. **Noise** - The DEIR should analyze the project's potential noise impact(s) to Black Diamond Mines. Keeping the park free from urban noise is a priority for the District. Any noticeable increase in noise to park users would constitute a significant impact and should be avoided.
6. **Aesthetics** - DEIR should evaluate how views of the natural landscape from Black Diamond Mines will be altered by grading (including slide repairs, potential mass wasting and slope failures), street lighting and PG&E tower relocations associated with the project. A viewshed study looking north from Rose Hill and Lougher Ridge Trail in Black Diamond Mines should be conducted for us to better understand and evaluate this potential impact. Black Diamond Mines visitors are attracted to the natural beauty and views they enjoy and experience in the park and surrounding areas. Any actions that may diminish this experience may have a significant impact on aesthetic and recreational resources.
7. **Public Safety - Attractive Nuisance** - because of the isolated nature of the Extension, its design should avoid having features that could invite people to gather on the roadside and cause public safety problems (e.g. "party areas"). The Extension could also provide new access points for off-highway vehicles to trespass onto private property. The District's Public Safety Department could be impacted by the project if frequent service calls are made to respond to these situations. The DEIR should address these potential impacts.



Project grading will displace and/or concentrate mice, opossum, rattle snakes, skunks and other wildlife into adjacent neighborhoods and adjacent open space areas. Dispersion and overconcentration of these species in these areas can pose a nuisance or public safety hazard. The DEIR should analyze this potential impact and evaluate how it will be avoided or minimized.

8. **Fire Hazards** - Extension will introduce ignition sources never before present in the area. The DEIR should evaluate how the project will avoid increasing wildland fire risk and assess how this increased risk will impact the District's level of wildland fire protection service to the area. The project's impact on emergency vehicle access roads should also be analyzed in the DEIR.
9. **Historic Resources** - The project should avoid any impacts to the Thomas Ranch. This ranch operation is one of the few remnant ranch operations left intact in the region and continues to be a viable cattle ranch operation. The DEIR should analyze how the project could diminish the viability of the Thomas ranch for cattle ranching and how this could impact historic cattle ranching resources in the region. Any historic connection or relationship this ranch may have had to historic resources or events in the Black Diamond Mines or Nortonville region should be assessed in the DEIR.

Thank you for the opportunity to provide input on the scope and content of the information to be included in the DEIR and the City of Pittsburg's consideration of our comments. We hope that these comments help the City of Pittsburg in its design and implementation of the project and provide guidance on the scope of the DEIR. We request a copy of the DEIR when it becomes available (one hard copy and CD are preferred).

Attachment:

1. City of Concord Local Reuse Authority approval of alternative concepts to be included in the Environmental Impact Report for the CNWS; October 9, 2007.

CITY COUNCIL SITTING AS
THE LOCAL REUSE AUTHORITY

CONSIDERATION OF REUSE PLAN ALTERNATIVE CONCEPTS – for Inclusion in
Environmental Impact Report

Reuse Project Director Michael Wright presented a report, referring to his memorandum dated October 9, 2007, providing an overview of the process followed for the past nine months. He presented details on a range of seven alternative concepts for the conversion of the inland area of the Concord Naval Weapons Station to civilian uses that had been developed based on the information, studies, and extensive community input. He explained that the concepts approved would be evaluated in an Environmental Impact Report to determine the feasibility of converting the site to civilian uses, to identify any significant adverse environmental effects that may result from a conversion, to identify ways to avoid or substantially lessen significant adverse environmental effects, and to provide a comparative analysis of the environmental effects.

Mayor Peterson opened the public comment period.

Mike Daley, San Pablo, explained that he represented the members of the Community Coalition for a Sustainable Concord and stated that they advocate 80% of the land be open space.

Kathy Gleason, Concord, said that she represents the Neighborhood Alliance and read into the record a letter written by Vicki Chavez.

Rosanne Nieto, Concord, stated her support of open space and expressed concern that the inclusion of commercial, residential and industrial build-out on the Weapons Station property would increase traffic impacts.

Amie Fischman, representing Easy Bay Housing, stated that density clusters would control traffic impacts and maintain open space on the site, and encouraged consideration of green building standards and affordable housing.

Pam Aguilar, representing Central Labor Council, expressed support of the Community Coalition for a Sustainable Concord and a desire to hold training programs for local residents who might be hired for future construction on the Weapons Station.

Bev Marshall, Concord resident and co-founder of the Neighborhood Alliance, expressed her desire to see a linear park adjacent to the residences abutting the reuse project site.

Nancy Sasser, Concord, expressed her support of moving all seven alternatives forward for environmental study, stating that the Neighborhood Alliance had requested 80% open space.

Dan Hardie, Concord resident and representative of the Interfaith Council Task Force on Housing, expressed support of moving all seven alternatives forward and for the consideration of support services for those who are homeless in the community.

Seth Adams, representing Save Mount Diablo, stated that the organization desires a trail connection from Mt. Diablo to Black Diamond Mines and to protect the view, including Los Medanos Hills; endorses 80% open space, a 300 foot buffer on both side of the creek, a linear park along the western boundary, and active recreation east of the creek; and supports moving all seven concepts forward for study.

Roberto Pena, Concord resident representing CCISCO and St. Francis Church, and speaking through a translator, spoke on the importance of the process to the immigrant community, and encouraged moving all seven concepts forward for study.

Arcilia Petersen, resident of Lafayette, and representative of CCISCO and St. Francis Church, stated her support of the Community Coalition for a Sustainable Concord, and commented that jobs are important to the minority groups in the community.

Ed Shockley, Concord resident and member of the Interfaith Council Task Force on Housing, expressed his observation that increased open space on the reuse site meant fewer jobs, and shared his concern that by cutting back jobs we are also cutting back affordable housing opportunities.

Lee Hudson, Concord resident and founder of Habitat for Humanity of East Bay, stated that his agency desires to bring volunteers to Concord to help build affordable housing for low income people.

Tony Niemotka, Concord, expressed his concern over potential traffic impacts if Mendocino Drive were extended as depicted in alternative concepts 1, 2, 3 and 4.

Christina Wong, representing Greenbelt Alliance, stated support for the study of all seven alternative concepts to provide answers on issues such as traffic, economics, and sustainability.

Troy Bristol, representative of Save Mount Diablo, urged study of the full range of alternatives and cautioned that future development would have an impact on the wildlife and natural resources on the site.

Lynda Deschenes, Clayton, stated her support of the Native Americans and her desire to preserve and protect the Native America history, grounds and the cistern located on the reuse site.

Jerry Cambra, representative of the Greenbelt Alliance, stated support for study of all seven alternative concepts for the information that it will provide.

Ann Cheng, representing Transportation and Land Use Coalition, shared information about the impact of traffic with the increase of housing opportunities.

Linda Best, representing Contra Costa Council, expressed her desire to see all seven alternatives moved forward stating that the analysis will assist in producing the best plan for the site.

Jim Bergdoll, representing Habitat for Humanity East Bay, spoke on the benefits of building affordable housing and explained the self-help housing concept supported by Habitat for Humanity.

Mike Marshall, representing Elite Sports Venues, shared a privately funded, privately maintained sports facility concept which might include a convention center, restaurants, emergency response center, and more on approximately 350 acres of the reuse site.

Patrick Dennis, Concord, stated that he was a Union carpenter who desired future construction on the site be accomplished by local residents who would receive a "living wage" and health benefits.

Tom Quinn, representing the Carpenters Union and a member of the Contra Costa Building Trades, encouraged a local hiring policy for construction on the site.

Michael Grassi, Concord resident representing Bicycle Trails Council East Bay, stated his support of the Community Coalition of a Sustainable Concord and of a parks system.

Mayor Peterson called a recess at 8:40 p.m. and reconvened the meeting at 8:55 p.m. continuing the public comment period.

Bruce Feld, Clayton, expressed his concern over the density shown around the BART station and the strains that will be put on the infrastructure.

Keith McMahon, CEO of the Concord Greater Chamber of Commerce, said that it was important to avoid creating "an old and a new" Concord, expressed a need for executive housing, and stated support of jobs and financial sustainability.

Katie Lamont, representing Eden Housing, encouraged support of all the alternatives and of affordable housing for people working in Concord.

Ron Brown, Executive Director of Save Mount Diablo, and also a member of the Community Coalition for a Sustainable Concord, encouraged the study of all seven alternatives.

Erinn Peterson, Concord, expressed her concern about the alternative concepts, citing lack of balance, lack of a world class project, and about the traffic.

Paul Choisser, Concord, expressed his opinions about the alternative concepts.

Jason Hadnot, Concord, stated that as a member of the Community Advisory Committee, he was one of the two votes against adding alternatives # 6 and # 7 and expressed concern that the expectation is that any developer on the site will be financially responsible for such things as affordable housing, arts, site clean-up, and open space.

Mary Chakedia, Concord, expressed her concern over not hearing any discussion about emergency services for the reuse site and stated her support for open space.

Wes Nicholson, Concord, expressed his opinions about future development of the site.

Scott Hein, Concord, stated his support for moving all seven alternative concepts forward for study.

Mayor Peterson closed the public comment period.

Following comments by the Council, a motion was made by Shinn and seconded by Hoffmeister to include the seven alternative concepts recommended by the Community Advisory Committee in the Environmental Impact Report. Motion passed by the following vote of the Council:

AYES: Bjerke, Hoffmeister, Shinn NOES: Peterson ABSENT: Allen


CORRESPONDENCE

- a. Treasurer's Report for the month of August, 2007.
- b. Letter dated September 21, 2007 from Mayor Peterson to Governor Schwarzenegger opposing SB 942 - Worker's Compensation.
- c. Letter dated October 8, 2007 from Vikki Chavez regarding the alternative plans for the Community Reuse Project submitted by Kathy Gleason.
- d. Letter dated October 9, 2007 from Kathy Gleason supporting 80% open space and providing copies of documents previously submitted requesting the same.
- e. Flyer entitled "Community Coalition for a Sustainable Concord" submitted by Mike Daley.
- f. Information on Bicycle Trails Council of the East Bay submitted by Michael Gracy.
- g. Information submitted by Lynda Deschenes concerning the Native American heritage on the Concord Naval Weapons Station.
- h. Brochure on a proposed Multi-Sport Complex submitted by Mike Marshall representing Elite Sports Venues, LLC.
- i. Information submitted by Ann Cheng on transportation and land use.
- j. Letter dated October 9, 2007 from Save Mount Diablo referenced into record by Seth Adams.
- k. Memo dated October 8, 2007 regarding Item 3.c - advising the apparent low bidder as Mountain Cascade, Inc.
- l. Twenty pieces of correspondence concerning the alternative plan concepts.

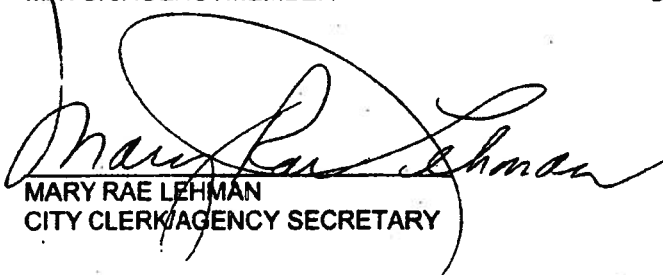
By order of the Chair, the meeting was adjourned at 10:10 p.m.



MARK A. PETERSON
MAYOR/AGENCYMEMBER



HELEN M. ALLEN
COUNCILMEMBER/AGENCY CHAIR



MARY RAE LEHMAN
CITY CLERK/AGENCY SECRETARY



March 12, 2011

Leigha Schmidt
Planning Division
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Notice of Preparation for the James Donlan Extension

Dear Ms. Schmidt:

Thank you for providing the opportunity for Greenbelt Alliance to comment on the Notice of Preparation for the James Donlan Extension. Please notify us of any future developments of this project. We encourage the City of Pittsburg to conduct a thorough review of all potential impacts of the James Donlan Extension. We are concerned about many impacts of the project, including air pollution, growth inducement, traffic, disturbance of scenic viewsheds, and water quality contamination. Several items deserve particularly close attention in the DEIR:

Project Need and Effectiveness

It is unclear how this project would improve the lives of Pittsburg residents. It appears likely to simply relocate traffic and congestion from one location to another and serve proposed Seeno developments. The project objectives for the DEIR should be defined broadly enough so that project alternatives can be examined that improve mobility for the residents of Pittsburg without involving the constructing of a roadway through an undeveloped area outside the city's Sphere of Influence.

Air Pollution and Greenhouse Gas Emissions

How will the project impact the ability to reduce greenhouse gas emissions and air pollution and meet local, regional, and state climate change goals? For example, how does the project negatively impact Contra Costa County's ability to achieve its own Climate Action Plan goals?

Climate Impacts on the Project Area

In determining the potential impacts of the project, the DEIR should provide a complete analysis of the impacts of climate change on the project area. This includes climate impacts that could affect the safety of those using the project, such as increased wildfires and flooding, as well climate impacts that may exacerbate the impacts of the project, such as higher temperatures and water shortages that may make threatened and endangered species more vulnerable to habitat fragmentation.

The DEIR should include an analysis of all documents related to the California Natural Resources Agency's 2009 *California Climate Adaptation Strategy*¹, including its extensive bibliography, the

¹ <http://www.climatechange.ca.gov/adaptation/>

California Energy Commission's Public Interest Research Program's climate science program, climate research by The Nature Conservancy, and the Stockholm Environment Institute's CalAdapt/Google Earth demonstration prototype.

Growth Inducement

This project appears likely to induce auto-oriented suburban-style growth, both inside and outside of the city's Sphere of Influence. The DEIR should evaluate the full range of impacts that may result from this type of growth inducement, including the negative economic impacts on the city's finances.

Annexation and Property Acquisition

This project proposed for unincorporated Contra Costa County would require annexation of lands outside the city's Sphere of Influence. How does the city propose to acquire the land required for the project? Are there willing sellers? Would the project call for the use of eminent domain?

Pedestrian and bicycle safety

Pittsburg and the region have limited transportation funds. If spent wisely, these investments can create safer places to walk and bike, reducing injuries and fatalities, incentivizing healthy mobility habits, and improving the viability of stores and businesses that rely on foot traffic. How will this project impact the city's ability to make its existing roadways into "complete streets" that improve pedestrian and bicycling conditions? How will the project create more dangerous conditions for pedestrians and bicyclists? How will the long-term maintenance costs of this project negatively impact the city's residents?

Conclusion

Thank you again for this opportunity to comment on the Notice of Preparation for the James Donlan Extension. By protecting the area's natural resources and guiding growth and investment into the existing neighborhoods of Pittsburg, we can make this great city a more desirable, attractive place to live. We look forward to continued collaboration to improve the quality of life for all Pittsburg residents.

Sincerely,



Matt Vander Sluis
Senior Field Representative, East Bay
Greenbelt Alliance
(925) 932-7776
mvandersluis@greenbelt.org



March 12, 2012

1901 Olympic Blvd., # 320
Walnut Creek, CA 94596
Tel: (925) 947-3535
Fax: (925) 947-0642
www.SaveMountDiablo.org

Leigha Schmidt
Associate Planner
Planning Division
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

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Mary L. Bowerman

Proud member of

Land Trust Alliance
California Council of Land Trusts
Bay Area Open Space Council

RE: Comments on the Notice of Preparation for the James Donlon Extension

Dear Ms. Schmidt,

Thank you for including Save Mount Diablo (SMD) in your notification of interested parties regarding the revised Notice of Preparation (NOP) for the James Donlon Boulevard Extension project (Project). As an adjacent landowner, SMD has many concerns about construction of a major new road near one of our properties, so we particularly appreciate the opportunity to provide input on the Project.

As you may know, SMD is a nonprofit land conservation organization that acquires land for addition to publicly owned parks on and around Mount Diablo and its foothills. We also actively participate in the public land use planning processes, particularly with regard to projects with impacts on open space and natural resources. Given our mission and long-standing commitment to this area, SMD has commented on versions of this project in the past, including most recently in 2007 (see attached letter dated November 6, 2007). We appreciate the hard work of City of Pittsburg (City) staff on the Project in preparing the new project description and California Environmental Quality Act (CEQA) checklist. We think City's staff has largely done a good job of rating the significance of the Project's impacts, but based on the current information, we still have the many of the same questions and concerns that we raised with earlier versions of this new roadway.

SUMMARY OF CONCERNS

Although the Project description does not specify what changes were made from earlier project proposals and does not indicate which of the three potential routes is preferred (see Figure 1), it is still clear that the Project has numerous significant impacts across the range of CEQA categories. Overall, the NOP Checklist appears to reflect that. Our chief concerns stem from the Project's location in a geologically unstable area that is part of a major wildlife corridor and that also has several small creeks, important native plant populations, and cultural resources. The road, if



Figure 1. Map showing the location of the three potential routes for the James Donlon Extension.

constructed, would be highly visible from nearby public open space and would seriously impact aesthetic values of these scenic hills. The massive amount of grading required to build a road across this hilly terrain – nearly 3,000,000 cubic yards, which is roughly to the amount of concrete used to construct the original Los Vaqueros Dam – is a major cause of both permanent and temporary impacts from the Project.

Since the City does not own most of the land where the new road would be constructed, how would the City acquire the land? The land is currently used for agriculture and is under Williamson Act contracts, which are designed to protect agriculture. How would the Project, which requires acquisition of at least a strip of land through the middle of this family-owned ranch, impact their business and how would these impacts be mitigated?

The need for the Project is unclear. It is not readily apparent that constructing this two-lane road just a few miles south of Buchanan Road will improve traffic congestion, rather than merely shifting more traffic off of Highway 4 and onto local surface streets. In addition, when taken cumulatively with other projects in the area, since the last time the Project was proposed and given additional proposals for further development in the area, it seems likely that the new road will be merely exacerbate local traffic issues, rather than solve them. A traffic analysis is necessary to demonstrate that this project actually improves traffic. The Project should also be subject to an economic analysis that shows how the Project would benefit the majority of the city's residents, since it currently appears to be designed to benefit the current and proposed development projects of the Seeno companies, rather than the entirety of the residents of the City of Pittsburg (City).

Our concerns and questions are discussed in more detail below.

1. *Alternatives*

The maps provided with the NOP to illustrate the location of the new road show three different alignments. However, which of the three is the City's preferred alternative is not indicated. Which of the three alignments does the City intend to use? While any new road in this area would have major impacts, the maps seem to show that there are some differences in the amount of grading. Unfortunately, since the maps are not drawn to scale, it is impossible – without additional information – to determine which of the three possible routes would have the fewest impacts. The amount of grading, including total amounts of cut and fill, should be quantified, not just visually represented on unscaled maps. We hope and expect that this is made clear in the draft Environmental Impact Report (dEIR).

Also, the revised NOP does not specifically indicate how this version is different or why the Project was revised; that context is important in understanding whether the new version offers any significant improvement or solves any problems raised by the previous proposals. It appears that in this version the proposed road is shorter (1.71 miles versus 1.98); is the difference attributable to a different alignment or because it only counts construction of the two-lane segment of the road, rather than the more inclusive number which also counts four-lane segments?

2. *Acquisition and Annexation*

The City only owns one of the seven parcels that are within the Project area. How does the City plan to acquire the rest of the land necessary to construct the bypass? Would the acquisition be limited to just the area required for the right-of-way or would the City attempt to purchase all of the property? Are the landowners willing sellers? If not, will the City use powers of eminent domain to acquire the land? The NOP notes that the City owns one of the parcels needed for the proposed alignments. Which one? Maps that identify the parcels and their ownership should be provided in the dEIR.

Not all of the parcels that would need to be acquired to construct the Project are within the City's Sphere of Influence. It appears that the City is proposing to annex only some of the parcels, but not others. This should be clarified.

3. *Aesthetic/Visual Impacts*

The Donlon Extension project would be built in a largely undeveloped part of unincorporated Contra Costa County (County) adjacent to the City of Pittsburg. The open, scenic hills and canyons in this area enhance the backdrop for this part of east County and enhance not only the views, but quality of life for residents of the area and users of nearby open space.

This project would be highly visible from the East Bay Regional Park District's Black Diamond Mines Regional Preserve, which SMD noted in its previous comments. In the time since the Project was last proposed, the Park District and Save Mount Diablo have purchased additional land from the Thomas family in the immediate vicinity of the

Project, which will also be heavily impacted by the proposed bypass. So the proposed Project would have more impacts on open space and open space users than before. The draft EIR for the Project must include extensive photo simulations for each of the three proposed alignments for the new roadway, including from a variety of representative vantage points.

4. *Impacts to Agriculture, the Thomas Family Ranch, and Williamson Act protected lands*

The Project would have significant impacts on the Thomas family cattle ranch, since all three of the potential road alignments would cut across the length of the Thomas' property. This land is under Williamson Act contracts, which were established by the State of California for the very purpose of protecting agriculture. The City's proposed road Project is likely to cause major impacts to cattle ranching on the Thomas Ranch by make operations more complex, less efficient, and more logistically difficult. In fact, the Project may well threaten the viability of the Thomas family business, which has been actively operating on this area for over 100 years. Other ranching businesses in the vicinity may also be impacted by a new roadway, which is likely to increase development pressure on agricultural land in the area.

The dEIR must describe impacts from the Project on the viability of cattle ranching in the area and provide a mitigation package that addresses those impacts.

5. *Air Quality*

The Project would increase the amount of particulate matter and vehicle exhaust emissions and other airborne pollutants in the area. The new road would allow more vehicles to use surface streets instead of Highway 4, with the end result that cars from both Buchanan Road and Highway 4 would end up on the bypass. It would also expose new receptors to potential declines in air quality. Impacts to air quality from the Project are both short- and long-term; which should be explained in the dEIR. How will these impacts be mitigated?

Construction traffic generated by excavation and hauling in and out about 3,000,000 cubic yards of material will be substantial and will have air quality impacts. The dEIR should also address these short-term impacts.

6. *Biological Resources*

Each of the three proposed alignments for the bypass would entail massive amounts of grading on hills that are known to be in a fault zone and that also have other problems related to land movement, such as landslides, slumping, and erosion. The extensive grading associated with the Project causes substantial short and long-term significant impacts on a range of things, including sensitive biological resources (this area has threatened and endangered species as well as rare plants), and hydrological resources including water quality, and cultural resources. We believe that the CEQA checklist for the Project correctly indicates that there are potentially significant impacts in all of these categories.

The area where the Project would be located is within a major grassland wildlife corridor. It is one of the last remaining corridors available for use by the San Joaquin kit fox, a federally listed endangered species. Impacts from the Project on this species must be discussed and mitigated. The grasslands also support other special status species such as burrowing owl, Alameda whipsnake, and golden eagle. In addition, given the presence of several streams and wetlands at the site, there are numerous other special status animals and plants that are supported by these habitat types, including the California red-legged frog and California tiger salamander.

These impacts must be fully described and appropriate amounts and types of mitigation must be proposed to offset them. The review and evaluation of potential impacts should be based on new studies of flora, fauna, and water resources rather than studies done during earlier proposals to construct a bypass road in this area. The presence of additional, protected open space in the area since the Project was last proposed could well have enhanced local populations of biotic resources as well as changed the species composition of the area. These changes necessitate new surveys for flora and fauna.

7. *Cultural Resources*

The cultural resources at the site are also vulnerable to significant negative impacts from excavation and grading associated with the Project. This area is known to have been used by a variety of Native American peoples who lived in the area and used it for food gathering, and ceremonial purposes. A complete survey of the land under consideration for the Project for evidence Native American use and artifacts should be conducted. Native Americans are a significant part of this region's cultural heritage and the history of their presence in the area should be protected.

The Thomas Ranch also has historical significance, especially for the Contra Costa County region. Impacts to all of these resources must be evaluated and mitigated.

8. *Geological Issues*

As mentioned above, this hilly area is well-known for issues with land movement. Given the extensive grading required by this project, providing a thorough geo-technical analysis of the Project area must be conducted in order to provide sufficient information for a meaningful evaluation of the impacts from construction of the road as well as its continued use. Landslides and landslide-prone areas in the vicinity of the Project should be mapped and made available in the dEIR for public review.

9. *Greenhouse Gas Emissions*

The State of California is actively attempting to reduce emissions of greenhouse gases (GHGs) in the state through a variety of measures in order to achieve reduction targets established as law in SB375. How will this project impact the State's efforts to lower vehicle emissions, which have been identified as a significant element in meeting the lowered emissions goals designated in SB375? What measures will be put in place to mitigate for the additional impacts caused by accommodating more cars on the new road?

10. Hazards

The presence of a heavily-traveled new road in this grassland area increases the risk of wildfires. The dEIR should evaluate the extent of this risk and describe ways that it could be mitigated.

11. Hydrology and Water Quality

According to the map, the Project – regardless of which alignment is selected – will have impacts on several creeks, intermittent streams, and wetlands. These resources are valuable in and of themselves, as well as for the variety of biotic resources that they support. For example, streams often serve as wildlife corridors, so impacts to such resources may disproportionately impact the species that use these corridors. The review of impacts must also include a verified wetland delineation. Where are the wetlands? How large are they? What species are found in them?

In addition, construction activities as well as on-going use of the new road have potential to pollute streams and wetlands through stormwater runoff. How would runoff be handled? In addition to chemical pollutants, the new roadway could lead to erosion and problems with excess sedimentation of streams and wetlands, which have ecological communities that are especially sensitive to this kind of disturbance.

12. Housing/Population and Growth Inducement

The Project effectively makes all of the Thomas property between the road and the rest of suburban Pittsburg more developable and could therefore easily induce additional development in the area. This is especially troubling in light of efforts to reduce suburban growth and achieve state-required reductions in greenhouse gas emissions. Encouraging or enabling population growth has numerous reasonably foreseeable environmental impacts across the spectrum of categories reviewed under CEQA. At a minimum, the dEIR should clarify the relationship between the Project and existing and proposed development in the area. This includes both Sky Ranch and Montreux.

The dEIR must evaluate the ways in which the new roadway enables greater suburban development in the Project area and indicate how such impact could be mitigated.

13. Traffic Analysis

Based on a review of maps for the local area and an understanding of basic local traffic patterns, it is difficult to see how the new road will actually make a significant improvement in traffic congestion. Failing that, especially when considered in light of the Project's significant impacts and its costs, the need for the Project is unclear. The dEIR, must clearly demonstrate a need for the project, including quantifying how much, if any, improvement there would be in traffic congestion.

The Project appears to be designed to provide improved access to and from housing developments constructed (at least partially) and proposed by the Seeno development companies. In order to justify a project with this level of impacts, the need for the Project and its benefits to the residents of Pittsburg as a whole must be more clearly demonstrated.

Among the means that the State is using to reduce GHGs, it is linking funding for transportation to projects that encourage smart growth, including more compact, transit-oriented forms of housing. This project appears to fly in the face of those efforts. Is the project a priority for the County's transportation agency?

In the past, proposals for a bypass have included plans for ultimately establishing connections from the bypass road to the existing housing developments to the north. Does this plan still contemplate such connections?

14. Noise

The Project will contribute new, additional noise from both construction and from use of the road over time. These impacts should be described and mitigation for them should be proposed.

15. Cumulative Impacts

The Project has far-reaching cumulative impacts that must be fully contemplated in the dEIR in light of existing development, partially constructed developments, and other not-yet-built but proposed projects. The cumulative impacts of the Project are extensive and require detailed discussion in the dEIR.

Thank you for the opportunity to provide input into the scope of the issues addressed in the dEIR for the proposed Donlon Extension project. Please keep SMD on your list to receive any further documents or notification of meetings on the Project.

Sincerely,



Jodi L. Bailey, Ph.D.
Land Conservation Manager

cc: Matt Vander Sluis, Greenbelt Alliance
Ann Cheng, Transform
Lou Ann Texeira, Contra Costa County LAFCO
Larry Tong, East Bay Regional Park District



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Director, Land Programs

Julie Seelen

Development Director

Monica E. Oei

Finance & Admin. Manager

Mailing Address

1901 Olympic Blvd., # 220

Walnut Creek, CA 94596

Tel: (925) 947-3535

Fax: (925) 947-0642

Website

www.savemountdiablo.org

Founders

Arthur Bonwell

Mary L. Bowerman

Proud member of



November 6, 2007

Mr. Jason Burke
Planning and Building Department
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565-3814

Re: comments, James Donlon Boulevard Extension Project
Notice of Preparation of Draft EIR

Dear Mr. Burke,

Save Mount Diablo (SMD) is a non-profit conservation organization founded in 1971 which acquires land for addition to parks on and around Mt. Diablo, and monitors land use planning which might affect protected lands. We build trails, restore habitat, and are involved in environmental education. In 1971 there was just one park on Mt. Diablo totaling 6,788 acres; today there are thirty-eight parks and preserves totaling almost 90,000 acres. We include almost 7000 donors and supporters.

James Donlon Boulevard Extension Project

We appreciate the work of staff on the James Donlon Boulevard Extension Project (Buchanan Bypass) and the opportunity to provide information on the project EIR's Scoping.

Save Mount Diablo does not yet have a position on the James Donlon Boulevard Extension Project (Buchanan Bypass) but we have many concerns.

1. We're interested in whether traffic studies will show that this project might benefit Pittsburg residents, or whether it will simply relocate bottle necks while inducing growth which will quickly overwhelm any congestion relief.
2. At first blush, the project seems simply to benefit Seeno Company developments to the east and west while opening up the Thomas Ranch to development, potentially eliminating agriculture on the Ranch's northernmost lands.

Save Mount Diablo comments, James Donlon Boulevard Extension Project, NOP, Pittsburg, November 6, 2007

- a. At one time the proposed Bypass started further east on lands now developed by the Seeno companies. As part of their development of the Black Diamond and Sky Ranch II projects they included or have proposed arterial level segments of this corridor—which clearly benefit their developments—where the Bypass had previously been proposed.
 - b. Why should the city subsidize further development by undertaking additional segments?
3. The project would degrade views from Pittsburg, nearby public lands, and surrounding communities.
 - a. Significant visual analysis should be undertaken.
4. It's important that a fiscal analysis be conducted for this project.
 - a. What priority does the project have in Contra Costa Transportation Authority lists?
 - b. Why was the project given this level of priority?
 - c. How much would the project cost?
 - d. How would the project be funded?
 - e. How does the project compare with other Pittsburg and regional transportation relief projects?
 - f. What would be the relative benefits of allocation of funding for this project compared to other projects being contemplated?
5. The proposed project appears to be located further south than on the City's General Plan Map. This would greatly affect development implications for the Thomas Ranch.
 - a. Is the city contemplating a General Plan amendment?
 - b. How would such an amendment conflict with the voter-adopted Measure P?
 - c. Would the project have to go back to the voters?
6. What is the position of the Thomas family on construction of this project almost entirely within their ranch? Much of the Thomas Ranch is Williamson Act Agricultural Preserve.
 - a. What is the development potential of the Thomas Ranch?
 - b. How would this project support or inhibit development of the Thomas Ranch?
 - c. What would be the impacts on the viability of agriculture on the Thomas Ranch and in the area?
7. Building this project has the potential to make the Thomas Ranch highly developable, and suggests the extension of city streets downhill into existing Pittsburg neighborhoods.
 - a. What would be the traffic impacts of these neighborhood connections?
8. The project would affect Black Diamond Mines Regional Preserve in terms of proximity to the preserve, effects on views and resources, light and glare, traffic impacts on the Somersville entrance and the Nortonville easement.

- a. How would impacts on Black Diamond Mines Regional Preserve be mitigated?
9. Construction of the project could create a barrier for wildlife traveling along an open space corridor stretching from Concord to Livermore, and on smaller corridors along drainages. The project would destroy the habitats of special-status species.
 - a. What design standards would be used to preserve wildlife corridors? For example, the Contra Costa Water District incorporated wildlife protection features in its relocated Vasco Road but its mitigations were ineffective; the wildlife road crossings there appear to have been a failure.
10. The project is subject to Regional Water Quality Control Board regulation and appears to be located in both the San Francisco Bay region and the Central Valley region.
 - a. What are the regulatory considerations?
11. The project could create further slope instability in the hills. The project is on unincorporated land controlled by Contra Costa County. We believe the city has understated the acreage which will be affected, given that the project would cross seven drainages in highly erodible and landslide prone hills.
 - a. How was the acreage figure calculated in the absence of geotechnical & soils analysis?
12. The city suggests that 2.7 million cubic yards of soil would be graded to complete this project.
 - a. How was the grading figure calculated?
13. We're curious why the city has renamed a project which has long been known as the "Buchanan Bypass."

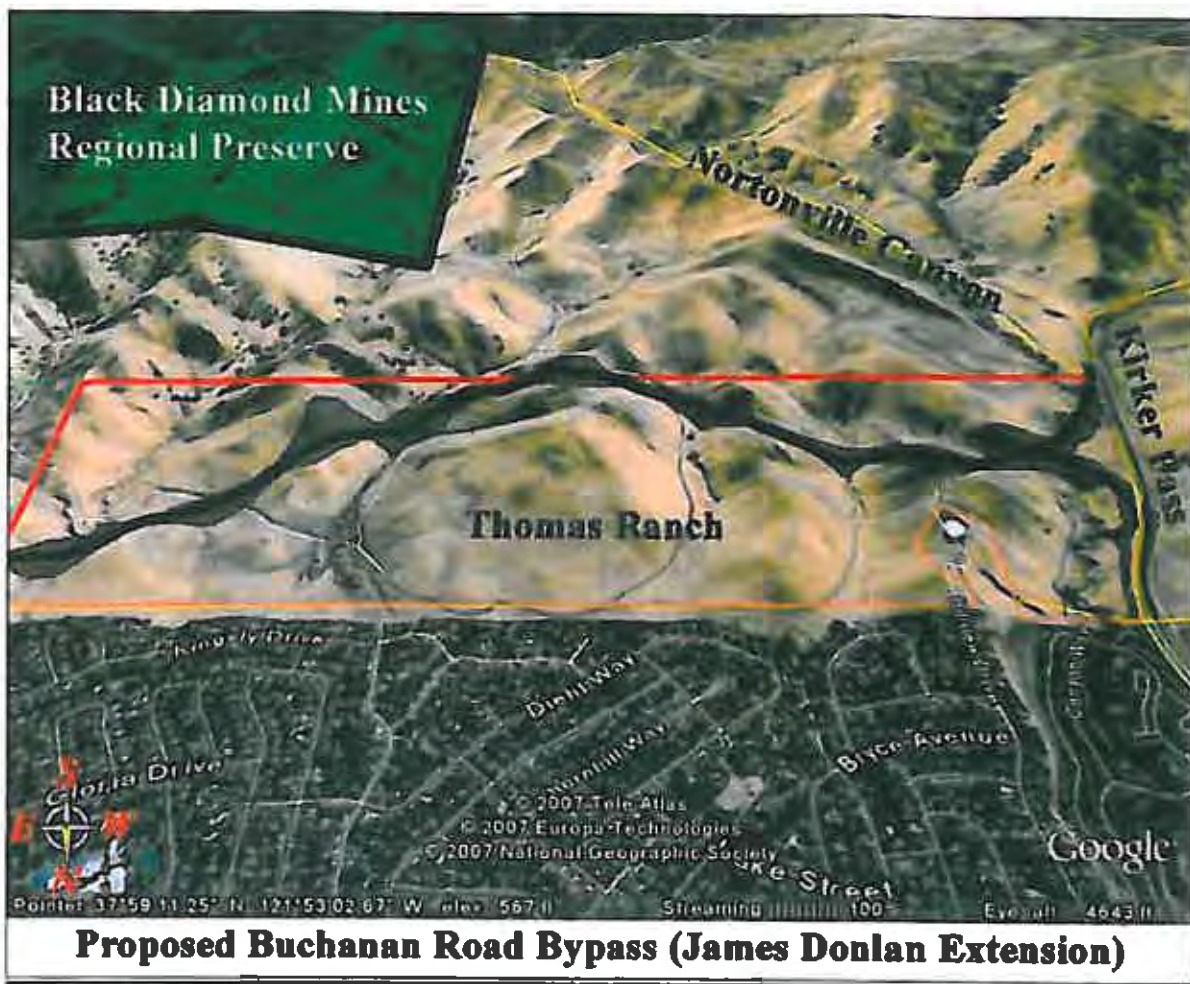
Description

The James Donlon Boulevard Extension Project (Buchanan Bypass) Area is located in unincorporated Contra Costa County south of the City of Pittsburg and west of the City of Antioch. The project consists of a 1.98-mile extension of James Donlon Boulevard west to Kirker Pass Road through undeveloped, privately owned, agricultural land.

Large tracts of open space used for agricultural and recreational purposes are adjacent to the project area and stretch to the south and the west.

The area is high in biological resources and contains a variety of habitats suitable for a number of different special status species.

According to the City, the project requires approximately 100 acres of right-of-way easements to be acquired by the City of Pittsburg from private property owners through eminent domain.



The James Donlon Boulevard Extension project (Buchanan Bypass) is located in an important and environmentally sensitive stretch of land. If approved, the project would have significant impacts on

1. visual resources
2. agricultural resources
3. a major wildlife corridor and a variety of minor corridors but with cumulatively significant impacts
4. listed endangered species and their habitats
5. cultural resources
6. unstable slopes
7. creeks, hydrology, water quality
8. land use designations
9. noise
10. public services.

Issues to Consider

Aesthetics

Despite dense development to the north, the James Donlon Boulevard Extension Project (Buchanan Bypass) Area would be located within a large area of undeveloped ranch land.

To the west, and south of the project site are expansive stretches of open space offering a beautiful landscape of rolling hills and sweeping canyons that serve as the backdrop for east Contra Costa County.

The project site's landscape includes dramatic slopes and drainages that enhance the aesthetic resources of Pittsburg and neighboring communities. As is stated in the Initial Study, Kirker Pass has been designated as a Contra Costa County scenic route and Highway 4 has been proposed as a State designated scenic route. The project site is visible from two scenic routes and development would impact views from these commuter corridors.

The project area is less than half a mile from Black Diamond Mines Regional Preserve and is visible from a number trails within the Preserve. The amount of grading required for this project and the construction of a major road in the middle of open space is bound to have significant impacts on the aesthetic values of the area and look out points from Black Diamond Mines.

The project site is visible from two scenic routes, public recreational trails, and various other points throughout eastern Contra Costa County. Road construction has the potential to degrade aesthetic resources for people living in and traveling through the area. The EIR should include analysis about the effects on aesthetics and mitigations for impacts on these visual resources.

Agricultural Resources

As stated in the Initial Study comments, the parcels through which the proposed extension would be built are Williamson Act parcels and used primarily for cattle grazing. The proposed extension would divide a century old cattle ranch impacting cattle movement throughout the ranch. In addition, many of the surrounding properties are Williamson Act parcels used primarily for grazing cattle as well.

How would this project undermine agricultural uses in the area? How would this project affect the long-term agricultural viability of the many Williamson Act preserves in the area? Potential impacts on the agricultural uses of the lands surrounding the project should be considered in the EIR.

Air Quality

Residents, commuters, at risk populations, plant and some animal species are affected by adverse changes in the air quality. The EIR should consider how construction of the project and addition of another major commuter artery would impact air quality in the region.

How would this project contribute to air pollution?

How would it contribute to production of greenhouse gases and global warming?

Biological Resources

Wildlife Corridor

The project area is part of an open space wildlife corridor stretching south from Suisun Bay and North Concord to Livermore and the rest of the Diablo Range. Unfortunately, as Central and Eastern Contra Costa County continue to develop, open spaces and wildlife corridors are becoming increasingly fragmented and cut off from one another. Each development approval in this region creates greater fragmentation and narrows a major wildlife corridor. Approval of this

project would continue the encroachment of development into an open space corridor and have negative impacts on wildlife dispersal.

Habitat and Special-Status Species

The project area is dominated by sloping grasslands with a few scattered oaks and is crossed by multiple creeks. The property appears to be high in biodiversity given onsite habitats. The creeks crossing the property provide riparian and wetland habitat and wildlife corridors for a variety of species, including the California red-legged frog.

The scattered oaks offer nesting sites and the open spaces provide perfect hunting habitat for many raptors including the golden eagle, which prey mostly upon small rodents common in grasslands. The open grassland provides suitable habitat for a number of different species, including California tiger salamander. Potential significant impacts to onsite habitats should be evaluated.

As stated in the Initial Study, the project area offers suitable habitat for a number of special status species, including California red-legged frog, California tiger salamander, Alameda whipsnake, white-tailed kite, golden eagle, Western burrowing owl, loggerhead shrike, California horned lark, and San Joaquin kit fox. The EIR should include an environmental study to determine what other special-status species may be present in the project area.

Special-status species and their habitats will be significantly impacted by the project. Riparian and wetlands habitats especially will be impacted due to tree removal, erosion caused by grading and soil instability, and increased runoff and point source pollution from the road. Fragmentation of wildlife corridors due to the road will create more barriers for animals traveling throughout the area. The EIR should evaluate how the project will impact special-status species due to loss of habitat.

Cultural Resources

Numerous Native American historical sites have been recorded in Mt. Diablo State Park and throughout the surrounding foothills and flatlands. A variety of tribes lived and gathered food in and around the area and their history is a significant part of the region's heritage. According to the Initial Study, one known pre-historic site has been recorded in the project area. The EIR should include a study of the entire area to determine whether more Native American sites may be present.

The Thomas Ranch is another important historical and cultural resource located in the project area. The Ranch represents the history of Eastern Contra Costa County dominated by cattle ranching. Preservation of the Ranch helps to maintain the heritage of the region as development replaces many of the area's historical resources. The Initial Study acknowledges that the Thomas Ranch is eligible for the National Register of Historic Places. The EIR should evaluate how the road extension project would impact the Thomas Ranch and other important historic resources in the area.

Geology and Soils

Activities that expose and disturb soil, such as construction and development, could impact soil resources and increase soil erosion, soil compaction, loss of soil productivity, etc. Implementing appropriate erosion control measures will help maintain soil resources, water quality, protect property from erosion damage, and prevent accelerated soil loss.

The topography of the area presents concerns about the grading and road construction required by the project. Hilly terrain covers the parcel with slopes rising and dropping from drainages throughout the project area. The area is known to be unstable and has suffered from landslides in the past.

How will grading and road construction impact slumps and slides in an area that is already prone to such occurrences? The EIR should include an analysis of the project's impact on surrounding soils and whether measures to limit negative impacts are in place.

Hydrology and Water Quality

The project area includes several intermittent streams and drainages with wetlands characteristics. Impacts on these drainages and creeks will impact any species that use these creeks and drainages as corridors or habitat.

Grading and road construction have the potential to impact the water quality of the streams throughout the property. Intense grading can cause a significant increase in soil erosion in the area. Potential erosion of soil near wetlands would have impacts on wetlands habitats. The construction of a new road will create an impermeable surface in the area. This change has the potential to increase runoff and impact drainage into the creeks.

Wetlands delineation and impacts on riparian habitat from the project should be assessed in the EIR

Land Use Planning; Cumulative & Growth Inducing Impacts

The EIR should consider the land uses throughout the area in analyzing how this project will add to cumulative impacts on agricultural and open space resources, and how it might be growth inducing.

The parcels through which the proposed extension would be built, and each of the parcels adjacent to the south of the project area, are Williamson Act preserve agricultural lands. Constructing a major road through these agricultural lands conflicts with the land use plan as designated by the County.

The James Donlon Extension project (Buchanan Bypass) has the potential to have significant growth inducing impacts. Construction of a major road through this area increases the likelihood that the open space would be subdivided and developed. The extension would provide an access road for any potential development of the open land that it dissects. The EIR needs to consider the potential growth inducing impacts of constructing a major transportation corridor through open land.

Noise

Construction of the James Donlon Boulevard Extension (Buchanan Bypass) and future traffic along the road would increase the amount of noise in the area. The increased noise levels would impact neighborhoods to the north of the project area. The habitats and daily habits of animal species can be severely affected by increased ambient noise levels. The EIR should consider the impacts an increase in noise would have on neighboring communities and wildlife in the area.

Public Services

The James Donlon Boulevard Extension (Buchanan Bypass) would connect with Kirker Pass Road near the intersection of Kirker Pass Road and Nortonville Road. East Bay Regional Parks

District (EBRPD) uses Nortonville Road for emergency vehicle access into Black Diamond Mines Regional Preserve. Increased traffic at this access point could interfere with EBRPD emergency services within the Preserve. The EIR should consider what impacts the James Donlon Extension would have on public services for Black Diamond Mines, as well as on the park itself.

Thank you for the opportunity to make comments on this project. SMD requests to receive notice of any further filings and SMD will provide further comments and questions at that time.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Bristol', with a large, sweeping flourish at the end.

Troy Bristol
Land Conservation Associate



SFPP, L.P.
Operating Partnership

April 17, 2012

ENG 4-2-1 (10.3 to 13.0 – 9)
File Reference # 12-109-1

Leigha Schmidt
Associate Planner
Planning Division
Development Services Department
City of Pittsburg
65 Civic Avenue
Pittsburg CA 94565

RE: Revised Notice of Preparation of an Environmental Impact Report

Dear Ms. Schmidt,

This is in reply to your letter dated February 10, 2012, concerning the above referenced project in Contra Costa County, CA.

Enclosed is a copy of drawing 485009CCBR, sheets 14, 15, & 16, which depict the general alignment of Kinder Morgan's (KM) active 10-inch high pressure refined petroleum products pipeline.

In the interest of public safety and for pipeline protection the following provisions must be considered in the design and subsequent construction activities near the pipeline:

1. Adherence to applicable provisions enumerated in the enclosed copy of (a) L-OM200-29 "Guidelines for Design and Construction" relating to proposed projects affecting KM pipelines and (b) copy of Information Bulletin #03-001, issued from the office of the California State Fire Marshal concerning encroachments within and adjacent to pipeline easements.

Exact pipeline location and depth can only be determined by pothole, which must be performed by hand excavation in the presence of a KM representative. Notify KM Area Manager, Mr. Grant McClellan (925)-682-0764 at least two weeks prior to commencement of work. Mr. McClellan will arrange for a pipeline representative to be present during potholing activities.

2. Pothole the pipeline at the lesser of 50 feet intervals, proposed utility crossings, or at locations determined by KM's onsite pipeline representative. The purpose of this work is to determine if the pipeline has sufficient cover and horizontal clearance to accommodate the construction work.
3. Provide a construction schedule and notify KM of the pre-construction conference date and time at least two weeks prior to start of construction. A qualified, KM approved inspector must be present for all excavation within 10 feet of its high pressure pipeline. All excavation within 2 feet of the pipeline must be done by hand.

City of Pittsburgh
Planning Division
Development Services Department
Page 2
April 17, 2012

4. An executed inspection agreement must be in place prior to commencement of work within 10 feet of the pipeline. KM must hire qualified outside contract inspectors to perform this service. The inspection cost is based on \$600 per day plus 19.4% for G&A overhead multiplied by the number of days estimated that work will be performed near the pipeline.

When preliminary project plans have been formulated, based upon the field determination of substructure information please forward a full sized set of drawings to this office showing KM pipelines in plan and profile (based on surveyed pothole data) relative to the planned improvements and existing conditions. Upon review of the preliminary plans we will provide necessary provisions for pipeline protection when working near this facility.

Mr. Jihad Farhat (714) 560-4657 will be KM's engineering contact as this project moves forward.

To avoid delays in response to future correspondence, please refer to File Reference number 12-109

Sincerely,



D.R. Quinn
Manager – Pipeline Engineering

T: Quinn/letters/ENG4-2-1/12-109-1/jdf

cc: G.W. McClellan w/ copy of Inquiry
J. D. Farhat



INFORMATION BULLETIN #03-001

Date Issued: June 20, 2003

SUBJECT: ENCROACHMENTS INTO OR ON PIPELINE EASEMENTS

The purpose of this informational bulletin is to delineate the position of the State Fire Marshal regarding encroachments onto the pipeline easements.

Section 51014.6 of the California Government Code states, “ (a) Effective January 1, 1987, no person, other than the pipeline operator, shall do any of the following with respect to any pipeline easement: (1) Build, erect, or create a structure or improvement within the pipeline easement or permit the building, erection, or creation thereof. (2) Build, erect, or create a structure, fence, wall, or obstruction adjacent to any pipeline easement which would prevent complete and unimpaired surface access to the easement, or permit the building, erection, or creation thereof. (b) No shrubbery or shielding shall be installed on the pipeline easement which would impair aerial observation of the pipeline easement. This subdivision does not prevent the revegetation of any landscape disturbed within a pipeline easement as a result of construction the pipeline and does not prevent the holder of the underlying fee interest or the holder’s tenant from planting and harvesting seasonal agricultural crops on a pipeline easement. (c) This section does not prohibit a pipeline operator from performing any necessary activities within a pipeline easement, including, but not limited to, the construction, replacement, relocation, repair, or operation of the pipeline.

It is the position of the State Fire Marshal that nothing shall encroach into or upon the pipeline easement, which would impede the pipeline operator from complete and unobstructed surface access along the pipeline right of way. Nor shall there be any obstructions, which would shield the pipeline right of way from observation. In the interest of public safety and the protection of the environment, it is imperative that the pipeline operator visually assesses the conditions along the easement to ensure the integrity of the pipeline.

It is the responsibility of the pipeline operator to ensure they have unimpeded surface access and to be able to physically observe all portions of their pipeline rights of way. In cases where this is not possible, the pipeline operator shall inform the State Fire Marshal. The State Fire Marshal shall in conjunction with the pipeline operator resolve the issue.

Questions regarding the issue of pipeline encroachment can be addressed to:

Bob Gorham, Chief
Cal Fire/State Fire Marshal
Pipeline Safety Division
3950 Paramount Blvd. Suite 210
Lakewood, CA 90712

(562) 497-9100
(562) 497-9104 (fax)
bob.gorham@fire.ca.gov



Guidelines for Design and Construction near Kinder Morgan Hazardous Liquid Operated Facilities

Name of Company: _____

The list of design, construction and contractor requirements, including but not limited to the following, for the design and installation of foreign utilities or improvements on KM right-of-way (ROW) are not intended nor do they waive or modify any rights KM may have under existing easements or ROW agreements. Reference existing easements and amendments for additional requirements. This list of requirements is applicable for KM facilities on easements only. Encroachments on fee property should be referred to the ROW Department.

Design

- KM shall be provided sufficient prior notice of planned activities involving excavation, blasting, or any type of construction on KM's ROW to determine and resolve any location, grade or encroachment problems and provide protection of our facilities and the public **before** the actual work is to take place.
- Encroaching entity shall provide KM with a set of drawings for review and a set of final construction drawings showing all aspects of the proposed facilities in the vicinity of KM's ROW. The encroaching entity shall also provide a set of as-built drawings showing the proposed facilities in the vicinity of KM's ROW.
- Only facilities shown on drawings reviewed by _____ (Company) will be approved for installation on KM's ROW. All drawing revisions that effect facilities proposed to be placed on KM's ROW must be approved by KM in writing.
- KM shall approve the design of all permanent road crossings.
- Any repair to surface facilities following future pipeline maintenance or repair work by KM will be at the expense of the developer or landowner.
- The depth of cover over the KM pipelines shall not be reduced nor drainage altered without KM's written approval.
- Construction of any permanent structure, building(s) or obstructions within KM pipeline easement is **not** permitted.
- Planting of shrubs and trees is not permitted on KM pipeline easement.
- Irrigation equipment i.e. backflow prevent devices, meters, valves, valve boxes, etc. shall not be located on KM easement.
- Foreign line, gas, water, electric and sewer lines, etc., may cross perpendicular to KM's pipeline within the ROW, provided that a minimum of two (2) feet of vertical clearance is maintained between KM pipeline(s) and the foreign pipeline. Constant line elevations must be maintained across KM's entire ROW width, gravity drain lines are the only exception. Foreign line crossings below the KM pipeline must be evaluated by KM to ensure that a significant length of the KM line is not exposed and unsupported during construction. When installing underground utilities, the last line should be placed beneath all existing lines unless it is impractical or unreasonable to do so. Foreign line crossings above the KM pipeline with less than 2 feet of clearance must be evaluated by KM to ensure that additional support is not necessary to prevent settling on top of the KM hazardous liquids pipeline.
- A foreign pipeline shall cross KM facilities at as near a ninety-degree angle as possible. A foreign pipeline shall not run parallel to KM pipeline within KM easement without written permission of KM.
- The foreign utility should be advised that KM maintains cathodic protection on their pipelines. The foreign utility must coordinate their cathodic protection system with KM's. At the request of KM, foreign utilities shall install (or allow to be installed) cathodic protection test leads at all crossings for the purposes of monitoring cathodic protection. The KM Cathodic Protection (CP) technician and the foreign utility CP technician shall perform post construction CP interference testing. Interference issues shall be resolved by mutual agreement between foreign utility and KM. All costs associated with the correction of cathodic protection problems on KM pipeline as a result of the foreign utility crossing shall be borne by the foreign utility for a period of one year from date the foreign utility is put in service.
- The metallic foreign line shall be coated with a suitable pipe coating for a distance of at least 10 feet on either side of the crossing unless otherwise requested by the KM CP Technician.



Guidelines for Design and Construction near Kinder Morgan Hazardous Liquid Operated Facilities

- ♦ AC Electrical lines must be installed in conduit and properly insulated.
- ♦ DOT approved pipeline markers shall be installed so as to indicate the route of the foreign pipeline across the KM ROW.
- ♦ No power poles, light standards, etc. shall be installed on KM easement
- ♦ No pipeline may be located within 50 feet (15 meters) of any private dwelling, or any industrial building or place of public assembly in which persons work, congregate, or assemble.

Construction

- ♦ Contractors shall be advised of KM's requirements and be contractually obligated to comply.
- ♦ The continued integrity of KM's pipelines and the safety of all individuals in the area of proposed work near KM's facilities are of the utmost importance. Therefore, contractor must meet with KM representatives prior to construction to provide and receive notification listings for appropriate area operations and emergency personnel. **KM's on-site representative will require discontinuation of any work that, in his opinion, endangers the operations or safety of personnel, pipelines or facilities.**
- ♦ The Contractor must expose all KM pipelines prior to crossing to determine the exact alignment and depth of the lines. A KM representative must be present. In the event of parallel lines, only one pipeline can be exposed at a time.
- ♦ KM will not allow pipelines to remain exposed overnight without consent of KM designated representative. Contractor may be required to backfill pipelines at the end of each day.
- ♦ A KM representative shall do all line locating. A KM representative shall be present for hydraulic excavation. The use of probing rods for pipeline locating shall be performed by KM representatives only, to prevent unnecessary damage to the pipeline coating.
- ♦ Notification shall be given to KM at least 72 hours before start of construction. A schedule of activities for the duration of the project must be made available at that time to facilitate the scheduling of Kinder Morgan, Inc.'s work site representative. Any Contractor schedule changes shall be provided to Kinder Morgan, Inc. immediately.
- ♦ Heavy equipment will not be allowed to operate directly over KM pipelines or in KM ROW unless written approval is obtained from (Company). Heavy equipment shall only be allowed to cross KM pipelines at locations designated by Kinder Morgan, Inc. Contractor shall comply with all precautionary measures required by KM to protect its pipelines. When inclement weather exists, provisions must be made to compensate for soil displacement due to subsidence of tires. Equipment excavating within ten (10) feet of KM Pipelines will have a plate guard installed over the teeth to protect the pipeline.
- ♦ Excavating or grading which might result in erosion or which could render the KM ROW inaccessible shall not be permitted unless the contractor/developer/owner agrees to restore the area to its original condition and provide protection to KM's facility.
- ♦ A KM representative shall be on-site to observe any construction activities within ten (10) feet of a KM pipeline or aboveground appurtenance. The contractor **shall not** work within this distance without a KM representative being on site. Only hand excavation shall be permitted within **two (2) feet** of KM pipelines, valves and fittings unless State requirements are more stringent. However, proceed with extreme caution when within three (3) feet of the pipe.
- ♦ A KM representative will monitor construction activity within 25 feet of KM facilities during and after the activities to verify the integrity of the pipeline and to ensure the scope and conditions agreed to have not changed. Monitoring means to conduct site inspections on a pre-determined frequency based on items such as: scope of work, duration of expected excavator work, type of equipment, potential impact on pipeline, complexity of work and/or number of excavators involved.
- ♦ Ripping is only allowed when the position of the pipe is known and not within ten (10) feet of KM facility unless company representative is present.
- ♦ Temporary support of any exposed KM pipeline by Contractor may be necessary if required by KM's on-site representative. Backfill below the exposed lines and 12" above the lines shall be replaced with sand or other selected material as approved by KM's on-site representative and thoroughly compacted in 12" lifts to 95% of standard proctor dry density minimum or as approved by KM's on-site representative. This is to adequately protect against stresses that may be caused by the settling of the pipeline.



Guidelines for Design and Construction near Kinder Morgan Hazardous Liquid Operated Facilities

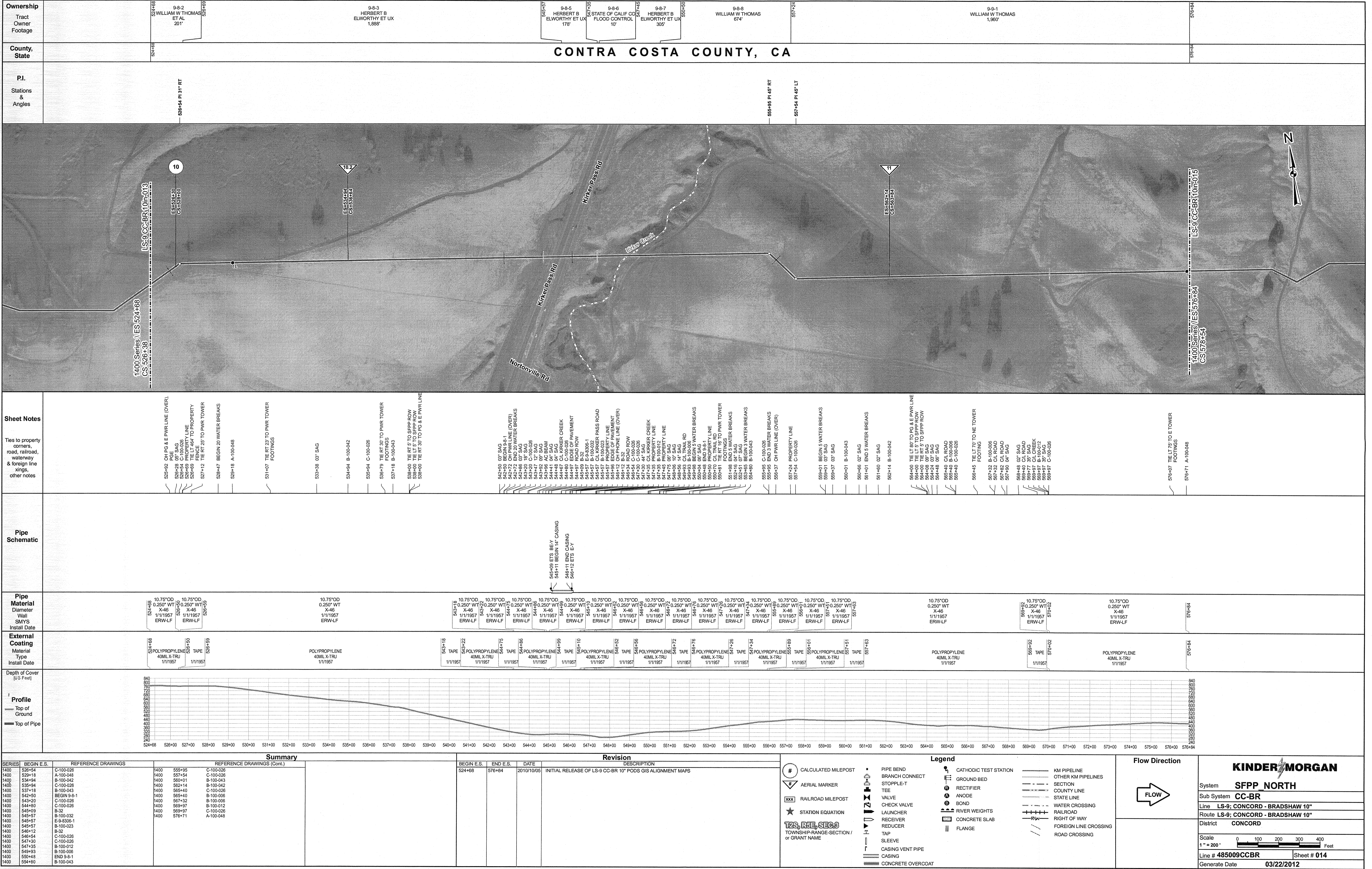
- No blasting shall be allowed within 1000 feet of KM's facilities unless blasting notification is given to KM including complete Blasting Plan Data. A pre-blast meeting shall be conducted by the organization responsible for blasting. KM shall be indemnified and held harmless from any loss, cost of liability for personal injuries received, death caused or property damage suffered or sustained by any person resulting from any blasting operations undertaken within 500 feet of its facilities. The organization responsible for blasting shall be liable for any and all damages caused to KM's facilities as a result of their activities whether or not KM representatives are present. KM shall have a signed and executed Blasting Indemnification Agreement before authorized permission to blast can be given.

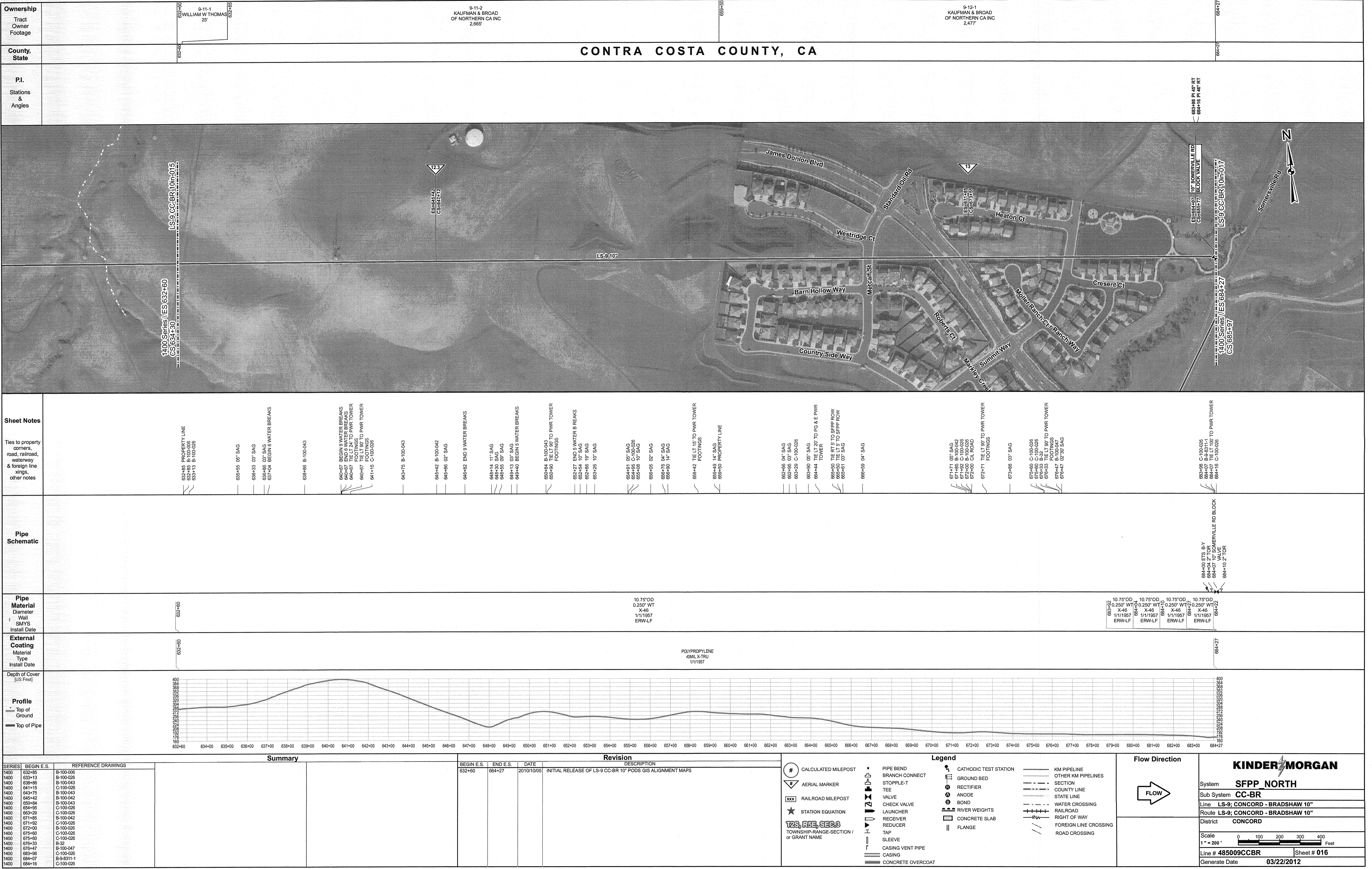
No blasting shall be allowed within 300 feet of KM's facilities unless blasting notification is given to KM a minimum of one week before blasting. *(note: covered above)* KM shall review and analyze the blasting methods. A written blasting plan shall be provided by the organization responsible for blasting and agreed to in writing by KM in addition to meeting requirements for 500' and 1000' being met above. A written emergency plan shall be provided by the organization responsible for blasting. *(note: covered above)*

- **Any** contact with any KM facility, pipeline, valve set, etc. shall be reported immediately to KM. If repairs to the pipe are necessary, they will be made and inspected before the section is re-coated and the line is back-filled.
- KM personnel shall install all test leads on KM facilities.
- Burning of trash, brush, etc. is not permitted within the KM ROW.

Insurance Requirements

- All contractors, and their subcontractors, working on Company easements shall maintain the following types of insurance policies and minimum limits of coverage. All insurance certificates carried by Contractor and Grantee shall include the following statement: "Kinder Morgan and its affiliated or subsidiary companies are named as additional insured on all above policies (except Worker's Compensation) and waiver of subrogation in favor of Kinder Morgan and its affiliated or subsidiary companies, their respective directors, officers, agents and employees applies as required by written contract." **Contractor shall furnish Certificates of Insurance evidencing insurance coverage prior to commencement of work and shall provide thirty (30) days notice prior to the termination or cancellation of any policy.**
1. Statutory Coverage Workers' Compensation Insurance in accordance with the laws of the states where the work is to be performed. If Contractor performs work on the adjacent on navigable waterways Contractor shall furnish a certificate of insurance showing compliance with the provisions of the Federal Longshoreman's and Harbor Workers' Compensation Law.
 2. Employer's Liability Insurance, with limits of not less than **\$1,000,000** per occurrence and **\$1,000,000** disease each employee.
 3. Commercial General Liability Insurance with a combined single limit of not less than **\$2,000,000** per occurrence and in the aggregate. All policies shall include coverage for blanket contractual liability assumed.
 4. Comprehensive Automobile Liability Insurance with a combined single limit of not less than **\$1,000,000**. If necessary, the policy shall be endorsed to provide contractual liability coverage.
 5. If necessary Comprehensive Aircraft Liability Insurance with combined bodily injury, including passengers, and property damage liability single limits of not less than **\$5,000,000** each occurrence.
 6. Contractor's Pollution Liability Insurance this coverage shall be maintained in force for the full period of this agreement with available limits of not less than **\$2,000,000** per occurrence.
 7. Pollution Legal Liability Insurance this coverage must be maintained in a minimum amount of **\$5,000,000** per occurrence.





Leigha Schmidt

Building the Antioch-Concord free turnpike (James Dolan extension) is not the main focus of the project contained within the EIR. (See project location paragraph). Annexing property(s) south of the current city line is the real ambition while the road is a convenient artery to those locations! I assume (maybe incorrectly) that the project was proposed by a preferred bidder or consortium in order to acquire space for new subdivisions. With enough money and political connections anything can be accomplished. Commenting on the EIR would be comparable to spitting in the wind at New York Sea in the middle of summer.

Please note that this has been Pittsburgh operating procedure for more than a century. We Sicilians brought it over from the Old Country. I assure you that nothing in this letter is cryptic nor meant to be!

Joseph J. Sragusa 2-14-2012
4313 Goldenhill Dr.
94565-6237