

Re-circulated Draft

# SARANAP VILLAGE PROJECT

## Environmental Impact Report

Prepared for  
Contra Costa County  
Department of Conservation and Development

May 2016



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May 2016



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May 5, 2016

**NOTICE OF AVAILABILITY**  
**and**  
**NOTICE OF PUBLIC HEARING**  
**for**  
**SARANAP VILLAGE MIXED-USE PROJECT**  
**RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT**

**State Clearinghouse Number: 2014032060**

**County File Numbers: GP13-0003, RZ13-3224, SD13-9359, DP13-3035**

Notice is hereby given pursuant to the California Environmental Quality Act (CEQA) that a document titled **"Saranap Village Project – Recirculated Draft Environmental Impact Report"** (hereafter referenced as "RDEIR") has been prepared for the proposed Saranap Village Mixed-Use Project and is available for public review and comment.

**BACKGROUND**

In September 2013 Hall Equities Group (applicant) submitted applications to the Contra Costa County Department of Conservation and Development (DCD) requesting approval of a General Plan Amendment, Rezoning, Major Subdivision, and Final Development Plan for the Saranap Village Mixed-Use Project (Project) in the unincorporated community of Saranap in central Contra Costa County. The Project includes the following:

- Redevelopment of a portion of Boulevard Way in Contra Costa County into a mixed-use village with residential uses and neighborhood-serving restaurants, services, and shops. This would be accomplished by replacing outdated buildings (majority constructed in the 1960s) with four buildings (designated Sites A, B, B1, and C) containing a total of 235 multiple-family units; up to approximately 30,000 square feet of street-level retail and restaurant uses; approximately 14,200 square feet of boutique, community-oriented fitness club; private amenities for use by the project's residents; and off-street structured



parking. The buildings would vary in size and each would reflect a different architectural style. The largest building, located on Site A, would contain approximately 315,500 square feet, including its garage. Building heights would vary across the project site.

- Improvements to the Boulevard Way and Saranap Avenue rights-of-way including reducing Boulevard Way from four lanes to two along the project frontage up to the intersection with Flora Avenue and installing two roundabouts, angled and parallel on-street parking, traffic calming elements, streetscape amenities, sidewalks, crosswalks, street lighting, landscaping, and utilities.

On September 18, 2014, the DCD published a draft environmental impact report (DEIR) analyzing the Project. In response to comments received during the public comment period on the DEIR, the applicant in 2015 submitted a plan for a smaller project known as the "Mitigated Plan Alternative" (MPA). On July 24, 2015, the DCD published a Notice of Preparation (NOP) indicating its intent to prepare a RDEIR analyzing the MPA and addressing additional issues.

### **TOPICS STUDIED IN THE RDEIR**

- **Mitigated Plan Alternative**. The potential impacts of the MPA are analyzed. The MPA proposes 196 multiple-family units and up to 22,261 square feet (gross leasable area) of street-level retail and restaurant uses. Compared to the Project, buildings on Sites A and B in the Mitigated Alternative would be shorter, and in some places would be pulled back farther from the streets. Development of Sites B1 and C would remain generally as proposed for the Project. Parking for the MPA would be provided on-site and in the public rights-of-way and would exceed standard County Code requirements. Compared to the Project, there would be less subterranean excavation because less parking would be required.

Like the Project, the Mitigated Alternative would include a roundabout at the intersection of Boulevard Way and Saranap Avenue and on-street parking along both sides of Boulevard Way and the Saranap Avenue frontage. As with the Project, most of the on-street parking would be angled, with some parallel spaces. The Mitigated Alternative includes traffic calming components similar to those of the Project, including roadway improvements, utilities, streetscape improvements, crosswalks, street lighting, sidewalks, and landscaping. Unlike the Project, the Mitigated Alternative proposes to leave the large oak tree in place on Site B and the roundabout formerly proposed near Flora Avenue has been replaced with a median.

- **Aesthetics**. A revised aesthetic impact analysis of the Project, with new visual massing simulations, has been prepared.
- **Boulevard Way Reclassification and General Plan Text Amendment**. The DCD determined that the roadway classification for Boulevard Way should be changed from "arterial" to "collector," which requires amendments to the Transportation and Circulation Element of the County General Plan. The RDEIR analyzes the environmental impacts of these changes.

## **PROJECT LOCATION**

The project site is addressed as 1285, 1298, 1299, 1300, 1310, and 1326 Boulevard Way, and 1176 and 1180 Saranap Avenue in the unincorporated Saranap area. The site is between the cities of Walnut Creek and Lafayette, approximately one-quarter mile southwest of the Interstate 680/State Route 24 interchange. (*See attached map*) The project site is also identified by the following Assessor's Parcel Numbers: 184-010-035, 184-010-046, 184-450-025, 184-480-025, 185-370-010, 185-370-012, 185-370-018, 185-370-033.

The project site includes an address that has been listed with the State Water Resources Control Board due to underground storage tanks associated with a former service station at 1299 Boulevard Way. The tanks were removed in 1987.

## **ENVIRONMENTAL IMPACTS OF THE PROJECT**

The RDEIR identifies potentially significant environmental impacts in the following resource/topic areas:

- *Aesthetics*
- *Air Quality*
- *Biological Resources*
- *Cultural Resources*
- *Greenhouse Gas Emissions and Energy*
- *Hazards and Hazardous Materials*
- *Hydrology and Water Quality*
- *Noise*
- *Transportation/Traffic*
- *Utilities and Service Systems*

All potentially significant impacts can be mitigated to less-than-significant levels.

## **RDEIR PUBLIC REVIEW & COMMENT PERIOD**

**The public review period for the RDEIR will be 62 days, which already includes an extension beyond the statutory requirement.<sup>1</sup> No further extensions are anticipated.**

Written comments on the adequacy of the RDEIR must be received by **5:00 p.m. on WEDNESDAY, JULY 6, 2016**, at the following address:

William Nelson  
Contra Costa County  
Department of Conservation and Development  
30 Muir Road  
Martinez, CA 94553

OR

[william.nelson@dcd.cccounty.us](mailto:william.nelson@dcd.cccounty.us)

The County File Numbers indicated near the top of this notice should be included on all correspondence.

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<sup>1</sup> CEQA requires a 45-day public review and comment period for a draft EIR. Pursuant to CEQA Guidelines Section 15105(a), the public review period should not exceed 60 days except in unusual circumstances. As the 60<sup>th</sup> day is the July 4 holiday, the County is extending the review period to July 6.

During the 62-day review period, the County Zoning Administrator will hold a public hearing to provide additional opportunity for public comment on the RDEIR. Comments made *during the hearing* are equivalent to written comments, so it is unnecessary for one to submit written comments and oral comment as long as the oral comments are provided at the hearing. The County Zoning Administrator's hearing will be held on **MONDAY, JUNE 20, 2016, at 3:30 p.m.** in the DCD offices located at 30 Muir Road, Martinez, California. The County Planning Commission will hold a subsequent hearing to consider the merits of the Project. While a date for this hearing has not yet been set, it is anticipated to occur in August or September 2016.

#### **RECIRCULATED DRAFT EIR AVAILABILITY**

Copies of the RDEIR are available for review and purchase at the DCD offices, located at the address indicated above. The RDEIR is available for purchase in CD format for \$5.00 and in hard copy format for approximately \$115.00. In addition to copies of the RDEIR, supplemental information including maps, plans, studies, and other material related to the Project and preparation of the RDEIR are available for public review at the DCD offices. The RDEIR can also be downloaded for free from the DCD website at [www.cccounty.us/5195/Saranap-Village](http://www.cccounty.us/5195/Saranap-Village).

Hard copies of the RDEIR are available for review, but not purchase, at the following additional locations:

Offices of County Supervisor Candace Andersen

309 Diablo Road  
Danville, CA

3338 Mount Diablo Boulevard  
Lafayette, CA

City of Walnut Creek  
Community Development Department  
1666 North Main Street  
Walnut Creek, CA

City of Lafayette  
Planning and Building Department  
3675 Mount Diablo Boulevard, #210  
Lafayette, CA

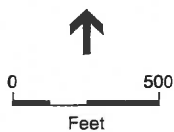
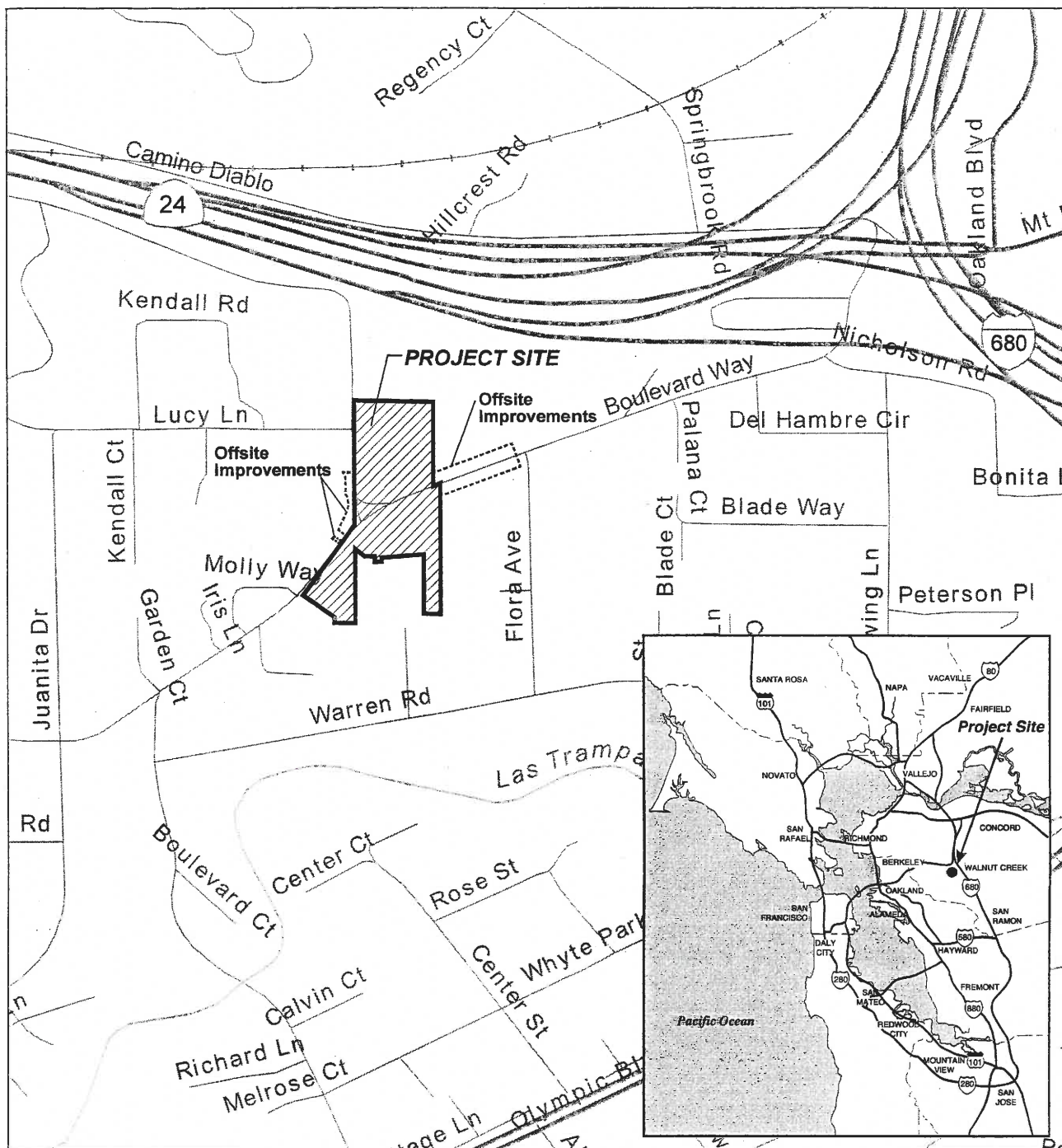
Pleasant Hill Library  
Contra Costa County Main Branch  
1750 Oak Park Boulevard  
Pleasant Hill, CA

Walnut Creek Library  
1644 N. Broadway  
Walnut Creek, CA

Lafayette Library  
3491 Mt. Diablo Boulevard  
Lafayette, CA

#### **ADDITIONAL INFORMATION**

For additional information on the RDEIR and the proposed project, please contact William Nelson of the DCD by telephone at (925) 674-7791, fax at (925) 674-7258 or e-mail at [william.nelson@dcd.cccounty.us](mailto:william.nelson@dcd.cccounty.us).



SOURCE: ESA

Saranap Village EIR . 130919

**Figure ES-1**  
Project Location Map

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# CHAPTER 1

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## Introduction

This chapter of the Recirculated Draft Environmental Impact Report (RDEIR) is a standalone introduction to this report. It is supplemental to the Draft Environmental Impact Report published in September 2014 (Draft EIR) and does not replace the Introduction to that report.

### 1.1 Background and California Environmental Quality Act (CEQA) Context

On September 18, 2014, Contra Costa County (County), as Lead Agency, released a Notice of Availability of Draft Environmental Impact Report for the Saranap Village Mixed-Use Project (Project). The Project would demolish existing on-site structures and construct up to approximately 43,500 square feet of commercial uses and 235 residential units on 4.6 acres in the Saranap area of unincorporated Contra Costa County. The Project would include four privately-owned sites (Sites A, B, B1, and C), and would provide landscaped roundabouts; surface and structured parking; pedestrian amenities; roadway improvements; landscaping throughout the project site; and new on-site utility infrastructure. The Project includes a General Plan Amendment to redesignate the entire project site to a Mixed Use land use designation for the purpose of developing a planned unit district (PUD) on the approximate 3.48 acres of privately-owned land (excluding right-of-way improvements and off-site improvements). See detailed description of the Project provided in Chapter 3, *Project Description*.

With issuance of the Notice of Availability of the Draft EIR, the County made the Draft EIR available for public review and comment for a period of 60 calendar days (September 19, 2014, through November 17, 2014). After the close of the public review and comment period, the Project applicant, Hall Equities Group (HEG), proposed an additional “Mitigated Plan Alternative” (MPA). Chapter 6 of this RDEIR includes a description of this additional Alternative and describes and studies the impacts of the MPA, providing a comparison of its environmental impacts to those identified in the Draft EIR for the Project. This RDEIR also includes an updated analysis of the original Project’s impacts related to aesthetics in a new Section 4.1, *Aesthetics*, which replaces Section 4.1 in the Draft EIR. Further, this RDEIR amends the description of the original Project by adding a roadway classification change for Boulevard Way from “arterial” to “collector” and a minor amendment to the text of County General Plan Implementation Measure 5-w. The impacts of these changes are analyzed in Chapter 4, Section 4.18, *Analysis of Boulevard Way Reclassification and General Plan Text Amendment*.



## 1.2 Recirculation and Public Comment

The County issued a Notice of Preparation (NOP) of this RDEIR for public review and comment because there is information in the RDEIR that was not discussed in the Draft EIR (see Appendix A). Because the proposed revisions are limited to a few portions of the Draft EIR, *the County is recirculating only the affected portions of the analysis* (14 Cal. Code Regs. §15088.5(c)). Pursuant to CEQA Guidelines Section 15088.5(f)(2), anyone wishing to submit written comments on the RDEIR should limit those comments to the new and revised portions of the analysis.

Following the close of the public review and comment period for this RDEIR, the County will prepare responses that address all substantive environmental issues raised in written and verbal comments on the Project and its alternatives, including comments previously received on the Draft EIR released in September 2014. Consistent with CEQA and the CEQA Guidelines, the County's Response to Comments document (commonly referred to as the Final EIR) for the Project will also include any other necessary revisions to the Draft EIR.

If the County is to approve the Project, the County Planning Commission and Board of Supervisors must review and certify the Final EIR and adopt a Mitigation Monitoring and Reporting Program (MMRP) for all mitigation measures identified in the Final EIR.

## 1.3 Overview of the Mitigated Plan Alternative

The MPA is proposed by Hall Equities Group, the Project applicant, to reduce potential environmental impacts. Specifically, the MPA is designed to implement and achieve **Mitigation Measure AES-1: Reduce Height**. Similar to the Project, the MPA is a PUD. However, the MPA could involve a maximum potential development of up to 196 multi-family housing units and approximately 22,260 square feet of commercial uses. These numbers represent substantially less development than is proposed for the Project, which includes 235 units and 43,541 square feet of non-residential uses. The elimination of 39 units reduces the total residential square footage from 317,500 square feet in the Project to 242,890 in the MPA—a reduction of approximately 24 percent of the square footage. The MPA also substitutes a median in place of the roundabout proposed for the Project near the intersection of Boulevard Way and Flora Avenue.

The analyses reflected in Chapter 6 of this RDEIR presume that the mitigation measures imposed upon the Project would apply to the MPA as well, except as modified or supplemented in Chapter 6.

## CHAPTER 2

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# Summary of Environmental Impacts

This chapter of the Recirculated Draft Environmental Impact Report (RDEIR) supplements Chapter 2 of the Draft Environmental Impact Report published in September 2014 (2014 DEIR) by revising Table 2-1, Summary of Impacts and Mitigation Measure for the Saranap Village Project. In this chapter, newly added text is shown in double underline format, and deleted text is shown in ~~strikeout~~ format.

This chapter provides a summary of the environmental impacts of the Project, as identified and analyzed in this EIR. **Table 2-1** includes statements of impact and related mitigation measures. Statements of project-specific impacts and mitigation measures have been extracted from the analysis set forth in Chapter 4 of this document. The information in Table 2-1 is arranged in four columns: 1) environmental impacts; 2) level of significance without mitigation; 3) adopted or recommended mitigation measures; and 4) level of significance with mitigation measures applied.

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Aesthetics</b>			
<b>Impact 4.1-1:</b> The Project would not have a substantial adverse effect on a scenic vista.	Less than Significant <u>with Mitigation</u>	<p><del>None required. Mitigation Measure AES-1: Reduce Height. To avoid the significant obstruction of views of Las Trampas Regional Wilderness ridgeline, the project applicant shall reduce the maximum roofline height of Site A buildings, as necessary to eliminate the ridge obstruction over a substantial portion of the view. The maximum height of the Site A building shall be lowered to the height reflected in Figure 6.5-2 (Mitigated Plan Alternative Height Zone Map) in this RDEIR.</del></p> <p><u><b>Mitigation Measure AES-1: Reduce Height.</b> To avoid significant obstruction of views of the major Las Trampas Regional Wilderness ridgeline when viewed from the bend in Saranap Avenue at Hull's Mortuary (RDEIR Viewpoint Number 1), the maximum roofline height of Site A buildings shall be reduced as necessary to substantially eliminate the ridge obstruction. In no case shall the maximum height of the Site A buildings exceed the heights reflected in Figure 6.5-3 (Mitigated Plan Alternative Height Zone Map) in this RDEIR.</u></p>	<del>NA</del> <u>Less than Significant</u>
<b>Impact 4.1-2:</b> The Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than Significant	None required.	NA
<b>Impact 4.1-3:</b> The Project could substantially degrade the visual character or quality of the project site or its surroundings.	Less than Significant with Mitigation	<p><b>Mitigation Measure AES-3a: Variety of Styles.</b> To avoid monotony of style and to be compatible with the eclectic nature of the surrounding development, the project applicant shall employ differing architectural styles which shall include, at a minimum, <u>at least three</u> of the following <del>three</del> styles:</p> <ul style="list-style-type: none"> <li>• Contemporary</li> <li>• Cottage Townhome</li> <li>• Craftsman</li> <li>• <u>European Village</u></li> <li>• <u>Contemporary Saltbox</u></li> <li>• <u>Contemporary Lodge</u></li> </ul> <p><b>Mitigation Measure AES-3b: Design Features.</b> To soften or break up building masses, the project applicant shall include the following design elements:</p> <ul style="list-style-type: none"> <li>• The same level of architectural detail shall be extended to all building exteriors, and no large blank walls on any side of any building shall be visible from any public street or off-site location.</li> <li>• The exterior vertical surfaces of all buildings shall be broken up and a monolithic appearance shall be avoided. The arrangement and size of design elements shall be varied. Buildings shall include variations in color, building components, materials, and window placement.</li> </ul> <p>This requirement may be accomplished with design elements such as projections, recesses, modulation, and corner treatments. Other treatments that would satisfy this condition include, but are not limited to, columns, awnings, canopies, recessed entrance areas, special entrance treatments, decks, railings, louvers, vents, wall panels, curtain walls, and slope glazed systems and variety in the building components.</p>	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Aesthetics (cont.)</b>			
<b>Impact 4.1-3 (cont.)</b>		<ul style="list-style-type: none"> <li>For ground-level retail under residential uses, the project applicant shall use a distinctive parapet, horizontal band, or other design element to distinguish the retail from the upper residential floors. The project applicant shall ensure that design elements are incorporated into the ground level retail uses to create a sense of openness from the sidewalk into the retail space, using such items as visually penetrable storefront windows, roll-up window walls, nano-walls, or other types of window walls.</li> <li>Along the northern side of Boulevard Way, a clearly defined base and roof edge shall be included to provide a distinct base, middle, and top of the façade.</li> </ul> <p><b>Mitigation Measure AES-3c:</b> Color Palette. The project applicant shall ensure that primary color palettes and materials for the project buildings are <u>appropriate to the architectural styles chosen pursuant to Mitigation Measure AES-3a</u> similar to those shown in Figure 4.1-10; <del>complementary and accent colors may be used to further define and articulate the architecture.</del></p>	
<b>Impact 4.1-4:</b> The Project could create a substantial new source of light or glare that would adversely affect day or nighttime views of the area.	Less than Significant	None required.	NA
<b>Agriculture and Forestry Resources</b>			
The Project would not result in any impacts to agricultural or forestry resources.	No Impact	None required.	NA
<b>Air Quality</b>			
<b>Impact 4.3-1:</b> Emissions from project construction and operation would contribute to existing air quality violations.	Less than Significant	None required.	NA
<b>Impact 4.3-2:</b> The Project would expose sensitive receptors to emissions of Toxic Air Contaminants.	Less than Significant with Mitigation	<p><b>Mitigation Measure AIR-2a:</b> Contractors shall be required, as a condition of contract, to only operate construction equipment with Tier 4 engines or CARB-certified Level 3 Verified Diesel Emission Control System (VDECS), such as a diesel particulate filter (DPF), installed on Tier 3 equipment. Level 3 DPFs remove at least 85 percent of diesel particulate matter. DPF installation can also results in co-benefits for other CAPs, such as NOx and ROG (CARB, 2014). At a minimum, these Tier 4 protections shall be implemented on all skip loaders, loaders, forklifts, and air compressors used by contractors.</p> <p><b>Mitigation Measure AIR-2b:</b> Reduced Idling. Contractors shall be restricted to a 2 minute idling limit on all construction equipment.</p> <p><b>Mitigation Measure AIR-2c:</b> Achieve Performance Standard. As an alternative to measures 2a and 2b above, the Project shall achieve a performance standard of not exceeding the BAAQMD thresholds relating to cancer risk and PM2.5, which shall be demonstrated to the satisfaction of the County by a qualified air quality consultant. Alternative means of achieving this Performance Standard include using Tier 4 equipment, or Level 3 VDECS on Tier 3 equipment, for construction equipment other than the equipment identified in measure 2a above; use of alternative fuels (biodiesel/biofuel and/or hybrid electrification); and MERV filters.</p>	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Biological Resources</b>			
<b>Impact 4.4-1:</b> The Project could have a substantial adverse effect, either directly or through habitat modifications, on any species as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Less than Significant with Mitigation	<p><b>Mitigation Measure BIO-1a:</b> Pre-construction/Pre-disturbance Nesting Surveys. For construction activities expected to be initiated during the nesting season ( i.e., between February 1 and August 31), the project applicant shall retain a qualified biologist to conduct pre-construction surveys for nesting birds to ensure that project activities do not result in the “take” of fertile eggs, nestlings, or nesting raptors, or the abandonment of active nests. Surveys shall be conducted no more than ten days prior to the initiation of project activities. During the survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., shrubs, and buildings) within 500 feet of the project site. If an active nest is found sufficiently close to work areas to be disturbed by project activities, the biologist shall determine the extent of a work-free buffer zone to be established around the nest (in urban areas such as the project site, buffers are typically 300 feet for raptors [i.e., hawks and owls] and 75 feet for common songbirds) to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. The extent of the work free buffer zone shall be determined by the biologist based on the species’ sensitivity to disturbance (which can vary among species); the level of noise or construction disturbance; line of sight between the nest and disturbance; ambient noise levels; and consideration of other topographical or artificial barriers. Work-free buffer zones shall be demarcated with painted orange lath or via the installation of orange construction fencing and maintained until the breeding season is complete (typically by August 1), or until after the qualified biologist determines the young have fledged (usually late June through mid-July) or that the nesting cycle is otherwise complete.</p> <p><b>Mitigation Measure BIO-1b:</b> Pre-Construction Bat Surveys. No more than 10 days in advance of tree removal or the demolition and removal of buildings or structures, the project applicant shall retain a qualified biologist to conduct pre-construction surveys for bat roosts. If a colony of special-status bat species is located within and immediately adjacent to the impact areas during pre-construction surveys, the biologist shall determine the extent of a work-free buffer zone to be established around the colony to ensure that the colony will not be disturbed during project implementation. The extent of the work free buffer zone shall be determined by the biologist based on the species’ sensitivity to disturbance (which can vary among species); the level of noise or construction disturbance; line of sight between the nest and disturbance; ambient noise levels; and consideration of other topographical or artificial barriers. Work-free buffer zones shall be demarcated with painted orange lath or via the installation of orange construction fencing. If there is a maternity colony present, demolition of that tree or structure shall not commence until after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) and shall be completed before maternity colonies form the following year (i.e. prior to March 1).</p>	Less than Significant
<b>Impact 4.4-2:</b> The Project would not conflict with any local plans or ordinances protecting biological resources.	Less than Significant	None required.	NA
<b>Cultural Resources</b>			
<b>Impact 4.5-1:</b> The Project would have no substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.	Less than Significant	None required.	NA

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Cultural Resources (cont.)</b>			
<b>Impact 4.5-2:</b> Implementation of the Project could result in a substantial adverse change in the significance of an archaeological resource.	Less than Significant with Mitigation	<b>Mitigation Measure CUL-2:</b> Pursuant to CEQA Guidelines Section 15064.5(f), if prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and the Contra Costa County Department of Conservation and Development shall be notified. The project applicant shall retain an archaeologist that meets the qualifications listed in the Secretary of the Interior's Standards and Guidelines to inspect the find within 24 hours of discovery. If the find is determined to be potentially significant, the archaeologist, in consultation with the Contra Costa County Department of Conservation and Development and the culturally-affiliated Native American group(s) shall determine whether preservation in place is feasible. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist, in consultation with the lead agency and the culturally-affiliated Native American group(s), shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.	Less than Significant
<b>Impact 4.5-3:</b> Implementation of the Project could directly or indirectly destroy a unique paleontological resource or site or unique geological feature.	Less than Significant with Mitigation	<b>Mitigation Measure CUL-3:</b> In the event of an unanticipated discovery of a fossil or fossilized deposit during construction, the project applicant shall notify both a qualified paleontologist (as approved by the County) and the County of unanticipated discoveries. The qualified paleontologist, under contract to the project applicant, shall subsequently document the discovery. Excavations within 100 feet of the find shall be temporarily halted or diverted until a qualified paleontologist examines the discovery. The paleontologist shall notify the Contra Costa County Department of Conservation and Development to determine procedures that would be followed before construction is allowed to resume at the location of the find. The paleontologist shall oversee implementation of these procedures once they have been determined.	Less than Significant
<b>Impact 4.5-4:</b> Implementation of the Project could disturb human remains, including those interred outside of formal cemeteries.	Less than Significant with Mitigation	<b>Mitigation Measure CUL-4:</b> In the event that any prehistoric or historic subsurface human remains are discovered during ground disturbing activities, the project applicant shall ensure that all work within 100 feet of the resources halt. The project applicant consult with the County and a qualified archaeologist (as approved by the County) to assess the significance of the find per CEQA Guidelines Section 15064.5. CEQA Guidelines Section 15064.5(e)(1), below, shall be followed:  (e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:  (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Cultural Resources (cont.)</b>			
<b>Impact 4.5-4 (cont.)</b>		<p>(A) The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) If the coroner determines the remains to be Native American:</p> <ol style="list-style-type: none"> <li>1. The coroner shall contact the Native American Heritage Commission within 24 hours;</li> <li>2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;</li> <li>3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</li> </ol> <p>(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:</p> <p>(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission;</p> <p>(B) The identified descendant fails to make a recommendation; or</p> <p>(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>	
<b>Geology and Soils</b>			
<b>Impact 4.6-1:</b> Project development could be damaged by seismically induced ground shaking and thereby expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.	Less than Significant	None required.	NA
<b>Impact 4.6-2:</b> The Project could result in soil erosion during excavation, grading, and construction activities.	Less than Significant	None required.	NA
<b>Impact 4.6-3:</b> The Project could result in on- or off-site lateral spreading, subsidence, liquefaction, or collapse.	Less than Significant	None required.	NA

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation													
Geology and Soils (cont.)																
Impact 4.6-4: Project implementation could occur on expansive soils, creating risks to life and property.	Less than Significant	None required.	NA													
Greenhouse Gas Emissions and Energy																
Impact 4.7-1: Construction of the Project would result in emissions of greenhouse gases that could contribute to global climate change.	Less than Significant	None required.	NA													
Impact 4.7-2: Project operations would result in emissions of greenhouse gases that could contribute to global climate change.	Less than Significant with Mitigation	<p><b>Mitigation Measure GHG-2: Implement a Project-Specific GHG Reduction Plan.</b> The project applicant shall prepare a GHG Reduction Plan. The GHG Reduction Plan, which shall be prepared by a qualified expert, shall be subject to approval by the Director of the Community Development, and shall either demonstrate what additional or recurring mitigation efforts are projected to be required, or that no such additional or recurring mitigation efforts are required. Development permits shall be issued only for such development as is covered by an approved GHG Reduction Plan. The Plan shall demonstrate specific methods to achieve a GHG reduction performance standard for total project GHG emissions of no more than 4.6 MT CO<sub>2</sub>e per year per service population. The GHG Reduction Plan shall specify the methods, and quantify the projected emissions reduction that would be achieved. Methods that may be included in the GHG Reduction Plan include, but are not limited to, the following:</p> <ul style="list-style-type: none"><li><b>Implement Mitigation Measures to Reduce Project-Generated GHG emissions from Mobile Sources (Vehicular Traffic).</b> Listed below are several mitigation measures to reduce project-generated traffic GHG emissions, as identified in the California Air Pollution Control Officers Association (CAPCOA) guidance for GHG mitigation measures (CAPCOA 2010). The GHG Reduction Plan may include any one or more of the following for implementation:</li></ul> <table><thead><tr><th>Mitigation Category</th><th>Potential Mitigation Measure</th></tr></thead><tbody><tr><td rowspan="6">Neighborhood/Site Enhancements</td><td>Provide Pedestrian Network Improvements</td></tr><tr><td>Provide Traffic Calming Measures</td></tr><tr><td>Implement a Neighborhood Electric Vehicle Network</td></tr><tr><td>Incorporate Bike Lane Street Design (on-site)</td></tr><tr><td>Provide Bike Parking in Non-Residential Projects</td></tr><tr><td>Provide Electric Vehicle Parking</td></tr><tr><td rowspan="3">Parking Policy/Pricing</td><td>Limit Parking Supply</td></tr><tr><td>Unbundle Parking Costs from Property Cost</td></tr><tr><td>Implement Market Price Public Parking (On-Street)</td></tr></tbody></table>	Mitigation Category	Potential Mitigation Measure	Neighborhood/Site Enhancements	Provide Pedestrian Network Improvements	Provide Traffic Calming Measures	Implement a Neighborhood Electric Vehicle Network	Incorporate Bike Lane Street Design (on-site)	Provide Bike Parking in Non-Residential Projects	Provide Electric Vehicle Parking	Parking Policy/Pricing	Limit Parking Supply	Unbundle Parking Costs from Property Cost	Implement Market Price Public Parking (On-Street)	Less than Significant
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**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation																							
Greenhouse Gas Emissions and Energy (cont.)																										
Impact 4.7-2 (cont.)		<table><thead><tr><th>Mitigation Category</th><th>Potential Mitigation Measure</th></tr></thead><tbody><tr><td rowspan="12">Commute Trip Reduction Programs</td><td>Implement Commute Trip Reduction Program – Voluntary</td></tr><tr><td>Implement Commute Trip Reduction Program – Required Implementation/Monitoring</td></tr><tr><td>Provide Ride-Sharing Programs</td></tr><tr><td>Implement Subsidized or Discounted Transit Program</td></tr><tr><td>Provide End of Trip Facilities</td></tr><tr><td>Encourage Telecommuting and Alternative Work Schedules</td></tr><tr><td>Implement Commute Trip Reduction Marketing</td></tr><tr><td>Implement Preferential Parking Permit Program</td></tr><tr><td>Implement Car-Sharing Program</td></tr><tr><td>Provide Employee-Sponsored Vanpool-Shuttle</td></tr><tr><td>Implement Bike-sharing Programs</td></tr><tr><td>Price Workplace Parking</td></tr><tr><td rowspan="5">Transit System Improvements</td><td>Implement Employee Parking “Cash-Out”</td></tr><tr><td>Provide a Bus Rapid Transit System</td></tr><tr><td>Implement Transit Access Improvements</td></tr><tr><td>Expand Transit Network</td></tr><tr><td>Increase Transit Service Frequency/Speed</td></tr><tr><td></td><td>Provide Local Shuttles</td></tr></tbody></table>	Mitigation Category	Potential Mitigation Measure	Commute Trip Reduction Programs	Implement Commute Trip Reduction Program – Voluntary	Implement Commute Trip Reduction Program – Required Implementation/Monitoring	Provide Ride-Sharing Programs	Implement Subsidized or Discounted Transit Program	Provide End of Trip Facilities	Encourage Telecommuting and Alternative Work Schedules	Implement Commute Trip Reduction Marketing	Implement Preferential Parking Permit Program	Implement Car-Sharing Program	Provide Employee-Sponsored Vanpool-Shuttle	Implement Bike-sharing Programs	Price Workplace Parking	Transit System Improvements	Implement Employee Parking “Cash-Out”	Provide a Bus Rapid Transit System	Implement Transit Access Improvements	Expand Transit Network	Increase Transit Service Frequency/Speed		Provide Local Shuttles	
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<p>Reference: CAPCOA. Quantifying Greenhouse Gas Mitigation Measures. August 2010. (<a href="http://capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf">http://capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf</a>)</p> <ul style="list-style-type: none"><li>• <b>Install a Solar Photovoltaic System.</b> Installation of solar photovoltaic system(s) that would remain in place as a component in achieving the performance standard</li><li>• <b>Purchase GHG Emission Offsets.</b> The project sponsor could purchase GHG Emission offsets. The offsets could include any of the following sources: (1) The California Air Resources Board (ARB) quarterly allowance auctions held as part of its Cap-and-Trade Program or (2) The Greenhouse Gas Reduction Exchange (GHG Rx); or (3) Climate Action Reserve Climate Reserve Tonnes (CAR CRTs).</li></ul> <p>The GHG Reduction Plan may be modified or amended to address changes in emissions, substitution of methods by which the Project achieves the performance standard, and advances in the science, circumstance or technology related to greenhouse gas reduction, avoidance or offsets. These factors may eventually result in a GHG Reduction Plan that demonstrates the Project will achieve the performance standard without further mitigation. Such modifications or amendments shall be effective only if prepared by a qualified expert, and approved by the County.</p>																										

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Greenhouse Gas Emissions and Energy (cont.)			
Impact 4.7-2 (cont.)		<p>The project applicant shall form one or more property owner's association(s) that encompasses all privately-held non-residential condominium properties within the project site. These associations shall be responsible for implementing the approved GHG Reduction Plan. Beginning no more than two years after the final County building inspection for the first building containing non-residential uses, these associations shall prepare, and submit, an Annual GHG Emissions Reduction Report (Annual Report) to the County for review and approval. The CC&amp;Rs referenced below shall remain in force and the Annual Report shall be required for each operational year of the Project until two consecutive Annual Reports demonstrate that no mitigation is required to reduce Project-related GHG impacts to a less-than-significant level. The Annual Report shall summarize the Project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions/requirements of the GHG Reduction Plan, and include a brief summary of the previous year's Annual Report results (starting with the second report). The Annual Report shall include a comparison of annual project emissions to the baseline emissions reported in the GHG Reduction Plan. The requirements of the GHG Reduction Plan shall be considered fully attained when project emissions are below applicable numeric BAAQMD CEQA thresholds.</p> <p>To ensure implementation of the GHG Reduction Plan by the non-residential property owners' association(s), the applicant shall comply with all of the following:</p> <ul style="list-style-type: none"> <li>• The applicant shall ensure that Covenants, Conditions, and Restrictions (CC&amp;Rs) are adopted and recorded against all privately-owned, non-residential condominium properties within the project site, and that the CC&amp;Rs bind each subsequent non-residential condominium property owner.</li> <li>• Such CC&amp;Rs shall obligate all owner(s) of non-residential condominium properties, jointly and severally, to implement and fund the costs of implementing this mitigation measure, including any enforcement costs, and shall provide that this funding obligation is secured by that owner's non-residential condominium property.</li> <li>• Such CC&amp;Rs shall obligate the non-residential condominium property owners' association to implement and enforce this mitigation measure.</li> <li>• Such CC&amp;Rs shall identify Contra Costa County as a third party beneficiary of any provisions relating to implementation or enforcement of this mitigation measure, shall enable the County to enforce any such provisions, and shall preclude amendment of any such provisions without the express written consent of the Director of the Department of Conservation and Development or the County Zoning Administrator.</li> <li>• Such CC&amp;Rs shall obligate the non-residential property owner(s) to forfeit their right to operate under the Planned Unit District zoning for any period during which a violation of this mitigation measure exists, as determined by Contra Costa County.</li> </ul> <p>This measure will be enforced by the County against the owner(s) of the non-residential condominium properties in the Project. Enforcing this measure against only non-residential condominium properties is appropriate in light of the BAAQMD significance threshold, which assigns emissions on a per capita basis, and includes the per capita emissions generated by employees, customers and visitors. The per capita emissions assigned to residential uses include only the emissions generated by residents. Accordingly, if the non-residential condominium properties cease to operate, emissions would not exceed the per capita emission threshold.</p>	

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Greenhouse Gas Emissions and Energy (cont.)</b>			
<b>Impact 4.7-3:</b> The Project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less than Significant with Mitigation	<b>Mitigation Measure GHG-2:</b> Implement a Project-Specific GHG Reduction Plan.	Less than Significant
<b>Impact 4.7-4:</b> The Project would not result in wasteful, inefficient and unnecessary use of energy and the Project would not require substantial additional capacity.	Less than Significant	None required.	NA
<b>Hazards and Hazardous Materials</b>			
<b>Impact 4.8-1:</b> The Project would include the routine transport, use and disposal of hazardous materials during construction and operation, and could create a significant hazard to the public or environment.	Less than Significant with Mitigation	<p><b>Mitigation Measure HAZ-1a:</b> Prior to issuance of any demolition permit, the project applicant shall submit to the County a hazardous building material assessment prepared by qualified licensed contractors for each structure intended for demolition indicating whether LBP or lead-based coatings, ACMs, and/or PCB-containing equipment are present.</p> <p><b>Mitigation Measure HAZ-1b:</b> If the assessment required by Mitigation Measure HAZ-1a indicates the presence of LBP, ACMs, and/or PCBs, the project applicant shall create and implement a health and safety plan in accordance with local, state, and federal requirements to protect demolition and construction workers and the public from risks associated with such hazardous materials during demolition or renovation of affected structures.</p> <p><b>Mitigation Measure HAZ-1c:</b> If the assessment required by Mitigation Measure HAZ-1a finds presence of LBP, the project applicant shall develop and implement a LBP removal plan for the County's review and approval. The plan shall specify, but not be limited to, the following elements for implementation:</p> <ul style="list-style-type: none"> <li>• Develop a removal specification approved by a Certified Lead Project Designer.</li> <li>• Ensure that all removal workers are properly trained.</li> <li>• Contain all work areas to prohibit off-site migration of paint chip debris.</li> <li>• Remove all peeling and stratified LBP on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact LBP on all equipment to be cut and/or removed during the demolition.</li> <li>• Provide on-site personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used.</li> <li>• Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter.</li> <li>• Collect, segregate, and profile waste for disposal determination.</li> <li>• Properly dispose of all waste.</li> </ul>	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Hazards and Hazardous Materials (cont.)</b>			
<b>Impact 4.8-1 (cont.)</b>		<p><b>Mitigation Measure HAZ-1d:</b> If the assessment required by Mitigation Measure HAZ-1a finds asbestos, the project applicant shall prepare an asbestos abatement plan for the County's review and approval. The plan shall ensure that asbestos abatement is conducted by a licensed contractor prior to building demolition. Abatement of known or suspected ACMs shall occur prior to demolition or construction activities that would disturb those materials. Pursuant to an asbestos abatement plan a state-certified asbestos consultant shall be retained and approved by the County, and all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.</p> <p><b>Mitigation Measure HAZ-1e:</b> If the assessment required by Mitigation Measure HAZ-1a finds PCBs, the project applicant shall ensure that PCB abatement is conducted prior to building demolition or renovation. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.</p>	
<b>Impact 4.8-2:</b> The Project would not create a significant hazard to the public or environment through an upset or accident involving the release of hazardous materials.	Less than Significant	None required.	NA
<b>Impact 4.8-3:</b> The Project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could result in a safety hazard to the public or environment through exposure to previous contamination of soil or groundwater.	Less than Significant with Mitigation	<b>Mitigation Measure HAZ-3:</b> The contractor shall cease any earthwork activities upon discovery of any suspect soils (e.g., petroleum odor and/or discoloration) during construction. The contractor shall notify the Contra Costa County Health Services Department and retain a qualified environmental firm to collect soil samples to confirm the level of contamination that may be present. If contamination is found to be present, any further proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional. The contractor shall follow all procedural direction given by Contra Costa County Health Services Department to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with transportation laws and the requirements of the licensed receiving facility.	Less than Significant
<b>Impact 4.8-4:</b> The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	Less than Significant	None required.	NA
<b>Hydrology and Water Quality</b>			
<b>Impact 4.9-1:</b> The Project could result in a minimal increase of stormwater pollutants due to construction activities and/or the introduction of new impervious surfaces with development but would not violate any water quality standards or waste discharge requirements.	Less than Significant	None required.	NA

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Hydrology and Water Quality (cont.)</b>			
<b>Impact 4.9-2:</b> The Project would increase impervious surfaces which would reduce the amount of stormwater runoff available for recharge but not to the extent that it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	Less than Significant	None required.	NA
<b>Impact 4.9-3:</b> The Project would not alter the drainage pattern of the site such that it would result in substantial erosion or siltation on or off the site.	Less than Significant with Mitigation	<b>Mitigation Measure HYD-3:</b> Pre-project stormflow levels. No construction shall be permitted anywhere on the project site unless the applicant demonstrates, to the satisfaction of the Director of the Public Works Department, either of the following:  (a) Upon completion of such construction, there will be sufficient detention capacity on the project site to detain the incremental increase in stormflow volume that occurs during the 24-hour, 10-year design storm, which incremental increase is due to the increase in impervious surface above pre-project levels. This standard could be met with a detention vault with capacity for approximately 12,300 cubic feet of stormwater on Site B, through smaller detention vaults, tanks or other facilities on each of the four privately-owned sites (Sites A, B, B1 and C), or through other means; or  (b) Upon completion of such construction, the total square footage of impervious surface area throughout the project site will remain at or below pre-project levels.	Less than Significant
<b>Impact 4.9-4:</b> The Project would not alter the drainage pattern of the site such that it would result in flooding on- or off- the site.	Less than Significant	None required.	NA
<b>Impact 4.9-5:</b> The Project would not create or contribute runoff water which would exceed the capacity of existing drainage systems or provide additional sources of polluted runoff.	Less than Significant with Mitigation	<b>Mitigation Measure HYD-3:</b> Pre-project stormflow levels.	Less than Significant
<b>Land Use and Planning</b>			
<b>Impact 4.10-1:</b> The Project would not divide an established community.	Less than Significant	None required.	NA
<b>Impact 4.10-2:</b> The Project would be in general conformance with applicable regional or local plans and policies adopted for the purpose of avoiding or mitigating environmental effects.	Less than Significant	None required.	NA
<b>Mineral Resources</b>			
There would be no impacts to mineral resources.	No Impact	None required.	NA

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Noise</b>			
<b>Impact 4.12-1:</b> The Project would result in the exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Less than Significant with Mitigation	<p><b>Mitigation Measure NOI-1a: Performance Standard for Mechanical Equipment.</b> The project applicant shall have mechanical equipment designed such that noise levels do not result in an increase by 5 dB or more at adjacent properties. This performance standard may be achieved by selecting quieter equipment models, strategic siting, equipment setback, noise barriers or enclosures, acoustical louvers, and equipment noise attenuators. A qualified acoustical professional shall be retained by the project applicant and shall advise the design team regarding effective noise reduction measures. Prior to issuance of building permits for each building, the qualified acoustical professional shall verify that each building design incorporates the recommended noise reduction measures necessary to prevent an increase of 5 dB or more at adjacent properties. The project applicant shall submit such verification to Community Development Division staff for review and approval. Prior to the final building inspection for each building, the qualified acoustical professional shall verify in the field that the required noise reductions have been achieved. The project applicant shall submit such verification measurement data to Community Development Division staff for review and approval.</p> <p><b>Mitigation Measure NOI-1b: Exterior Noise Exposure Reduction through Design and Building Materials.</b> The project applicant shall reduce on-site noise levels at Site A common use areas to the extent required to achieve compliance with General Plan Policy 11-2, as determined by the County according to the County's customary interpretation and application of that policy. A qualified acoustical professional shall be retained by the project applicant to recommend effective noise reduction measures, and verify that such measures have been incorporated into Site A building design. The project applicant shall submit such verification to Community Development Division staff for review and approval. Prior to the final building inspection for Site A, the qualified acoustical professional shall verify in the field that the required noise reduction measures have been installed. The project applicant shall submit such verification measurement data to Community Development Division staff for review and approval.</p>	Less than Significant
<b>Impact 4.12-2:</b> The Project would result in the exposure of persons to or generation of, excessive ground born vibration or ground borne noise levels.	Less than Significant with Mitigation	<p><b>Mitigation Measure NOI-2a: Construction Hours Limitations.</b> The project applicant shall incorporate the following practice into the construction contract agreement documents to be implemented by the construction contractor, to the satisfaction of the Community Development Division:</p> <ul style="list-style-type: none"> <li>Construction activities shall be limited to the hours of 7:30 a.m. to 5:30 p.m. Monday through Friday and shall be prohibited on State and Federal holidays. Exceptions to the hours limitations may be granted when reasonably necessary to allow construction to proceed (for example, to complete a single concrete pour).</li> </ul> <p><b>Mitigation Measure NOI-2b:</b> The project applicant shall adequately isolate vibration-generating mechanical equipment per ASHRAE Guidelines to reduce ground-borne vibration levels at neighboring properties to or below the Caltrans vibration criteria of 0.1 inches per PPV.</p>	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Noise (cont.)</b>			
<b>Impact 4.12-3:</b> Noise generated from project related activities could result in a significant permanent increase in ambient noise levels at existing adjacent properties.	Less than Significant with Mitigation	<p><b>Mitigation Measure NOI-3:</b> The project applicant shall install signage in the pool area for Site B with language substantially similar to the following:</p> <ul style="list-style-type: none"> <li>Pool hours are from 7:00 a.m. to 11:00 p.m. on weekends and holidays, and 7:00 a.m. to 10:00 p.m. on other days. This pool area may be used only during pool hours.</li> <li>The Contra Costa County Code (Chapter 82-44) precludes events of 75 people or more without a Temporary Event Permit or a Land Use Permit.</li> <li>No amplified live music is allowed in this pool area without a Temporary Event Permit or a Land Use Permit.</li> </ul>	Less than Significant
<b>Impact 4.12-4:</b> Project construction could result in substantial temporary or periodic increase in ambient noise levels in the project vicinity.	Less than Significant with Mitigation	<p><b>Mitigation Measure NOI-4:</b> Noise Controls During Construction. The project applicant shall incorporate the following practices into the construction contract agreement documents to be implemented by the construction contractor, to the satisfaction of the Community Development Division:</p> <ul style="list-style-type: none"> <li>During construction, mufflers shall be provided for all heavy construction equipment and all stationary noise sources in accordance with the manufacturers' recommendations.</li> <li>Limit unnecessary idling of internal combustion engines (generally no more than 2 minutes).</li> <li>Stationary noise sources and staging areas shall be located as far as is feasible from existing noise sensitive receivers. Locating stationary noise sources near existing roadways away from adjacent properties is preferred. If located otherwise, stationary noise sources are to be enclosed or shielded from neighboring noise-sensitive properties with noise barriers to the extent feasible.</li> <li>Air compressors and pneumatic equipment shall be equipped with mufflers, and impact tools should be equipped with shrouds or shields.</li> <li>A construction liaison shall be designated to ensure coordination between construction staff and neighbors to minimize disruptions due to construction noise. Neighboring property owners within 300 feet of construction activity shall be notified in writing of the contact information for the construction liaison. Additionally, a sign shall be posted at the project site with the construction liaison's name and contact information.</li> <li>Neighboring property owners within 300 feet of construction activity shall be notified in writing of the construction schedule and at least 30 days prior to loud noise-generating activities. Notification is to include the nature and estimated duration of the activity.</li> <li>Prior to construction, a qualified acoustical professional shall review specific equipment and site locations that would be expected to generate noise levels above DNL 90 dB (one-hour Leq) at adjacent residential properties and DNL 100 dB (one hour Leq) at adjacent commercial properties. The study shall determine additional mitigation measures, as feasible, to reduce noise levels by at least five decibels and below the aforementioned limits. Additional measures might include local barriers around specific construction equipment or property line barriers. The location, height, and extent of the barriers should be provided by the acoustical professional.</li> </ul>	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Noise (cont.)</b>			
<b>Impact 4.12-4</b> (cont.)		<ul style="list-style-type: none"> <li>A qualified acoustical professional shall retained as needed to address neighbor complaints as they occur. If complaints occur, noise measurements could be conducted to determine if construction noise levels at adjacent property lines are within the performance standards. Short-term or long-term construction noise monitoring could also be utilized to diagnose complaints and determine if additional mitigation is required for certain phases of construction as needed.</li> </ul>	
<b>Population and Housing</b>			
<b>Impact 4.13-1:</b> The Project would directly induce temporary and permanent population growth.	Less than Significant	None required.	NA
<b>Impact 4.13-2:</b> The Project would displace existing housing units and residents, but would not necessitate the construction of replacement housing elsewhere.	Less than Significant	None required.	NA
<b>Public Services</b>			
<b>Impact 4.14-1:</b> The Project would not 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.	Less than Significant	None required.	NA
<b>Recreation</b>			
<b>Impact 4.15-1:</b> The Project would not increase use of existing neighborhood and regional parks and other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than Significant	None required.	NA
<b>Impact 4.15-2:</b> The Project would include recreational facilities the construction of which would not have a significant adverse physical effect on the environment.	Less than Significant	None required.	NA



**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Transportation and Traffic</b>			
<b>Impact 4.16-1:</b> The Project would increase traffic volumes at area intersections and on area roadways, but would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness performance on the circulation system nor conflict with an applicable congestions management program.	Less than Significant	None required.	NA
<b>Impact 4.16-2:</b> The Project would not substantially increase hazards due to a design feature or incompatible uses.	Less than Significant with Mitigation	<p><b>Mitigation Measure TRA-2a:</b> The tree canopy shall be kept 15 feet above the surface of the street pavement. The tree shall be pruned, selectively thinned, and secured by guy wires for at least three years pursuant to the recommendations of the Project landscape architect according to standard industry practices. The mechanism that is created to fund and maintain other street and public improvements shall fund and implement these obligations, to the satisfaction of Contra Costa County.</p> <p><b>Mitigation Measure TRA-2b:</b> Prior to issuance of a grading permit, the applicant shall undertake an inspection of Boulevard Way, from Olympic Boulevard to Mt. Diablo Boulevard. To the extent the applicant claims any damage is pre-existing, such damage shall be thoroughly documented by photographs, mapping and reference markings or measurement points to assist in determining whether any damage or movement has occurred as a result of construction.</p> <p><b>Mitigation Measure TRA-5: Design Changes to Improve Bicycle Access.</b></p>	Less than Significant
<b>Impact 4.16-3:</b> The Project would not result in inadequate emergency access.	Less than Significant	None required.	NA
<b>Impact 4.16-4:</b> The Project would alter existing transit facilities (bus stops) but would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities.	Less than Significant	None required.	NA
<b>Impact 4.16-5:</b> The Project could conflict with adopted policies and standards regarding site access by automobiles, pedestrians and bicyclists.	Less than Significant with Mitigation	<b>Mitigation Measure TRA-5:</b> Design Changes to Improve Bicycle Access. The Project applicant shall work with the County to designate the segment of Boulevard Way with diagonal on street parking spaces as a Class III bike route with shared bicycle lane pavement markings. Shared lane markings shall be installed near the street centerline along the Boulevard Way project frontage to guide bicyclists away from parked vehicles. The travel lane adjacent to parallel parking spaces along Boulevard Way shall be at least approximately 16.7 feet wide.	Less than Significant

**TABLE 2-1 (continued)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE SARANAP VILLAGE PROJECT**

<b>Environmental Impact</b>	<b>Significance before Mitigation</b>	<b>Mitigation Measures</b>	<b>Significance after Mitigation</b>
<b>Utilities and Service Systems</b>			
<b>Impact 4.17-1:</b> The Project would not generate an increase in demand for water or wastewater treatment such that it would require a new water or wastewater facility or expansion of existing facility, or that the water or wastewater treatment provider would not have adequate capacity to serve the Project's projected demand.	Less than Significant	None required.	NA
<b>Impact 4.17-2:</b> The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.	Less than Significant, with Mitigation	<b>Mitigation Measure HYD-3: Pre-project stormflow levels.</b>	Less than Significant
<b>Impact 4.17-3:</b> The Project would not generate an increase in demand for water supply over existing entitlements or resources.	Less than Significant	None required.	NA
<b>Impact 4.17-4:</b> The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's waste disposal needs and would comply with federal, state and local statutes and regulations related to solid waste.	Less than Significant	None required.	NA

NOTE: NA = Not Applicable.

# CHAPTER 3

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## Project Description

This chapter of the Recirculated Draft Environmental Impact Report (RDEIR) replaces Chapter 3 of the Draft Environmental Impact Report published in September 2014 (2014 DEIR) by adding to the project description the classification change of Boulevard Way from “arterial” to “collector,” and includes a corrected Project height zone map. This chapter of the EIR provides a detailed description of the Saranap Village Mixed-Use Development Project (Project) proposed by Hall Equities Group (HEG), the project applicant. The approximately 4.6-acre site (project site) is located in the Saranap area of unincorporated Walnut Creek/Contra Costa County (County) approximately one quarter of a mile west of the Walnut Creek city limits, and just south of State Route 24 (Highway 24). The Project is a planned unit district (PUD) that could involve a maximum potential development of up to approximately 43,500 square feet of commercial uses and up to 235 multi-family housing units. The specific development described in this chapter comprises the maximum development scenario under the proposed PUD. The Project would provide a landscaped roundabout at the intersection of Boulevard Way and Saranap Avenue a traffic circle near Flora Avenue; surface and structured parking; pedestrian amenities; roadway improvements; landscaping throughout the project site; and new on-site utility infrastructure.

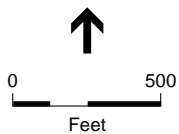
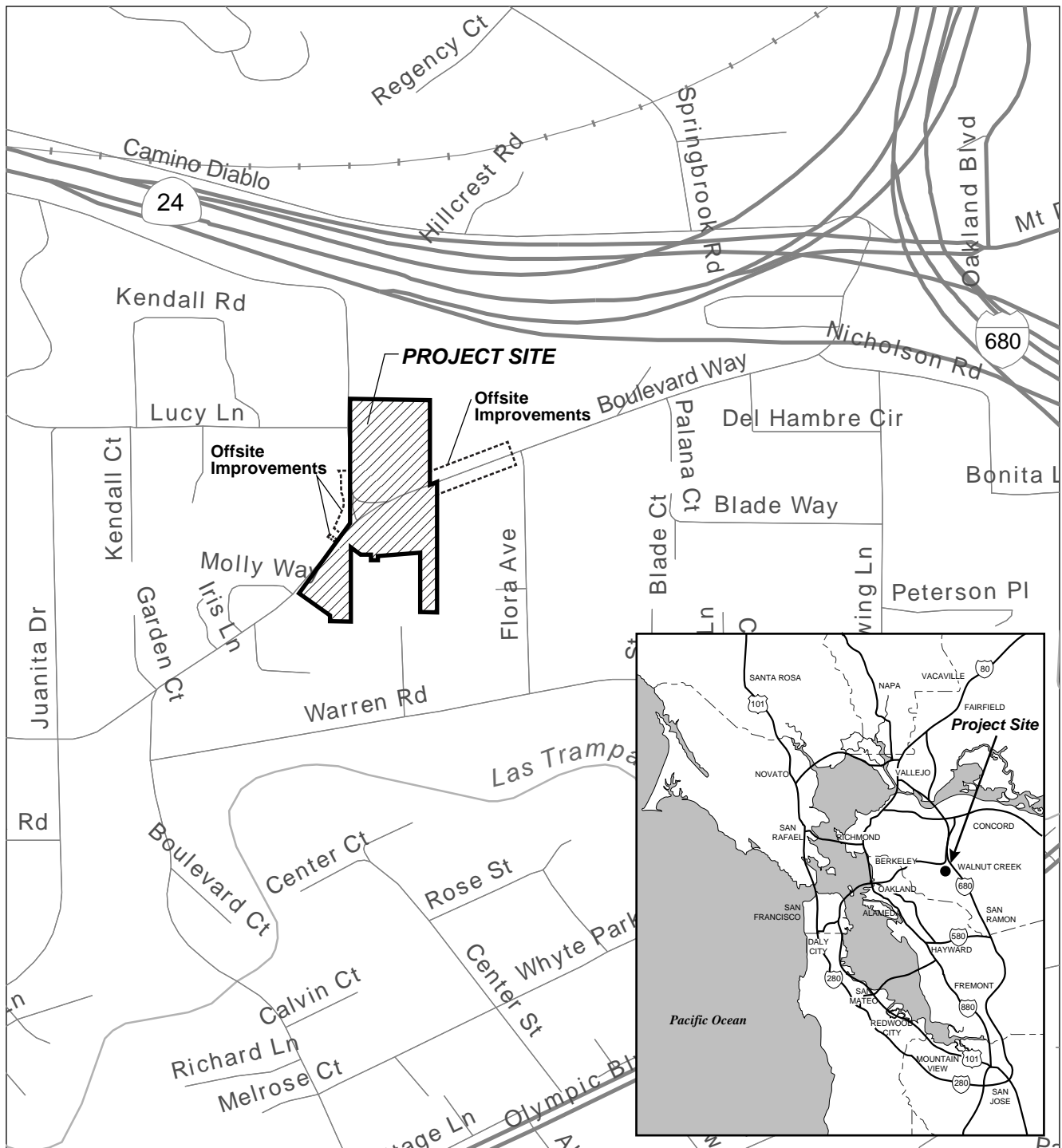
Included in this chapter is a detailed discussion of the geographic setting of the project site, the Project objectives and characteristics, and the County and other agency approvals required for the Project.

### 3.1 Project Location and Site Characteristics

#### 3.1.1 Project Location and Access

As shown in **Figure 3-1, Project Location Map**, the project site is comprised of four privately-owned sites, clustered around the intersection of Saranap Avenue and Boulevard Way, and generally extends to the middle of the streets that front along those properties. The project site is within the City of Walnut Creek Sphere of Influence and the County’s Urban Limit Line.

Direct access to the project site is provided by Boulevard Way, a designated arterial roadway. Boulevard Way transitions into Tice Valley Boulevard south of its intersection with Olympic Boulevard, and ends at Mt. Diablo Boulevard on the northeast near the 24/680 interchange. Most of Boulevard Way is two lanes. The span from Saranap Avenue to Mt. Diablo Boulevard is four lanes. In 1969, the Board of Supervisors approved and adopted a Precise Alignment for the portion of Boulevard Way between Saranap Avenue and Olympic Boulevard. The Precise Alignment included precise highway setback lines and future alignment, and was based upon a



SOURCE: ESA

Saranap Village RDEIR . 130919

**Figure 3-1**  
Project Location Map

four-lane arterial road standard. On May 18, 2010, in Resolution 2010/261, the Board of Supervisors rescinded the Precise Alignment, recognizing that “a four-lane arterial road standard no longer coincides with expected future traffic demands for this roadway.”

The project site also has direct access from Saranap Avenue, a collector that extends north from its intersection with Boulevard Way almost to Highway 24, then heads west towards Lafayette. Regional freeway access to the project site is provided by Interstate 680 (I-680) and Highway 24.

### 3.1.2 Existing Project Site Characteristics

#### Existing and Previous Uses

The Project includes four privately-owned sites (Sites A, B, B1, and C) situated around the intersection of Boulevard Way and Saranap Avenue and includes the public right-of-way along the frontage of each site, generally extending to the center of the roadway. **Figure 3-2, Site Plan**, provides the location of the four sites that comprise the project site while **Figure 3-3, Conceptual Development Plan**, illustrates proposed building footprints, streetscape improvements and tree relocation. Finally, **Figure 3-4, Existing Land Uses**, illustrates the existing land uses on-site and in the surrounding context.

#### **Site A**

Site A is on the northeast corner of the intersection of Boulevard Way and Saranap Avenue. The existing on-site uses include a mixture of commercial, office, multi-family residential, single-family residential uses, and vacant land. The eastern portion of the site contains two 2-story buildings with a paved parking area adjacent to the east side of the buildings. These buildings house a mixture of commercial, office, and service uses. At the corner of the site, nearest the intersection, there is vacant land that previously contained a gas station. Upon its closure, the facility was properly reviewed and closed per State of California regulations. Finally, Site A also includes the 24-unit Sandpiper Apartment Building and a single-family home located along the northwest portion of the site, and fronting the east side of Saranap Avenue.

#### **Site B**

Site B is located directly across Boulevard Way from Site A, at the southeast corner of Boulevard Way and Saranap Avenue. The existing uses on Site B include the Sufism Reoriented Sanctuary buildings, a paved parking lot, and an undeveloped panhandle area in the southern portion of the site. Sufism Reoriented is building a new sanctuary at the intersection of Kinney Boulevard and Boulevard Way, and is expected to move from the premises in 2015. There is also a large oak tree in the northeastern portion of the site.

#### **Site B1**

Site B1 is the smallest of the four sites and is located along Boulevard Way, between Sites B and C. The site includes a small portion of a parcel currently owned by the Boulevard Terrace Owners Association that provides paved parking and driveway access for Boulevard Terrace Condominium residents and guests.

### Site C

Site C is located along the south side of Boulevard Way, to the west of Site B1 and the intersection of Saranap Avenue and Boulevard Way. The existing uses on Site C include a concrete block building that previously contained a market/delicatessen and a multi-tenant commercial building fronting Boulevard Way. These facilities are currently occupied with a Help-U-Sell, an art gallery, a nutritionist, and offices for two charitable organizations. The remainder of the site consists almost entirely of paved surface parking lot.

### Existing and Proposed Elevations

Past development of the project site likely included some land leveling to accommodate buildings, but left the sites sloped. Elevations range from approximately 213 feet above mean sea level (msl) to approximately 231 feet msl at the highest point. Sites A and B have the greatest changes in topography. Site A slopes down from the northern portion of the project site (elevation of approximately 229 feet msl) to Boulevard Way (approximately 214 feet msl). Site B makes a similar elevation change from the northeast corner at Boulevard Way (elevation of approximately 213 feet msl) to the southern portion of the project site (elevation of approximately 231 feet msl at the south line and through the panhandle area). Site C makes an elevation change of approximately 10 feet from southern portion of the site (elevation of approximately 231 feet msl) to the Boulevard Way frontage (elevation of approximately 222 feet msl) (see Figure 3-5, Maximum Height Zone Map below).

The existing and proposed elevations of the privately-owned lots as they would be configured after project approval, is as follows:

**TABLE 3-1  
EXISTING AND PROPOSED ELEVATIONS  
ABOVE MSL ON PRIVATELY-OWNED LOTS**

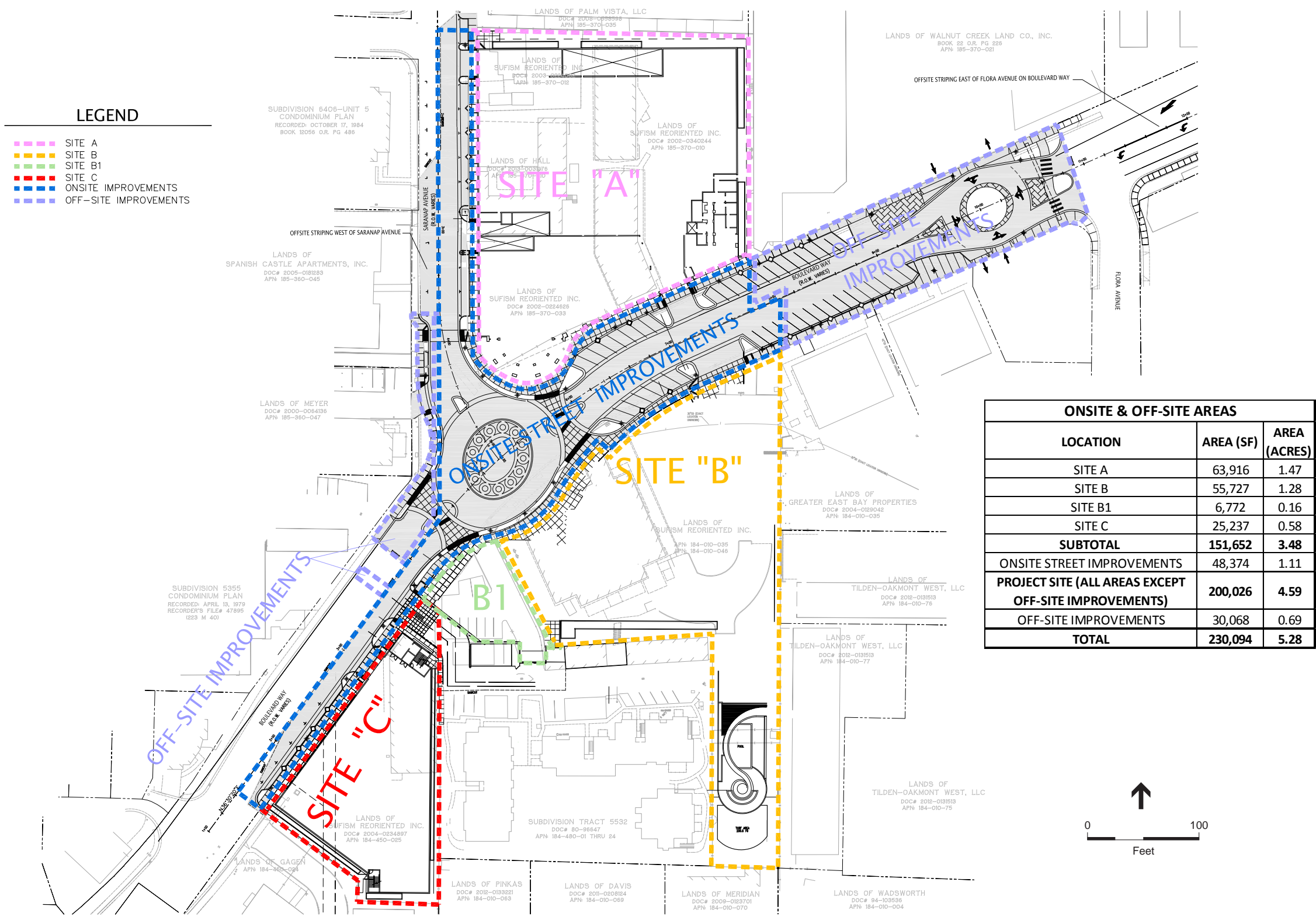
	Existing High Point	Existing Low Point	Proposed Project Finished Grade High Point	Proposed Project Finished Grade Low Point
Lot A	228.6	214.3	228.3	215.0
Lot B	231.2	212.7	230.8	213.9
Lot B1	227.5	217.4	228.0	218.3
Lot C	231.4	222.3	231.6	223.2

<sup>a</sup> See Figure 3-5 Maximum Height Zone Map, prepared by MBH and Kier & Wright

### Site Coverage, Utilities, and Environmental Conditions

The project site is currently 90 percent covered by impervious surfaces, and stormwater runoff from the site is currently collected within storm drains along Boulevard Way. Approximately 10 percent of the site is landscaped or contains treatment planters.

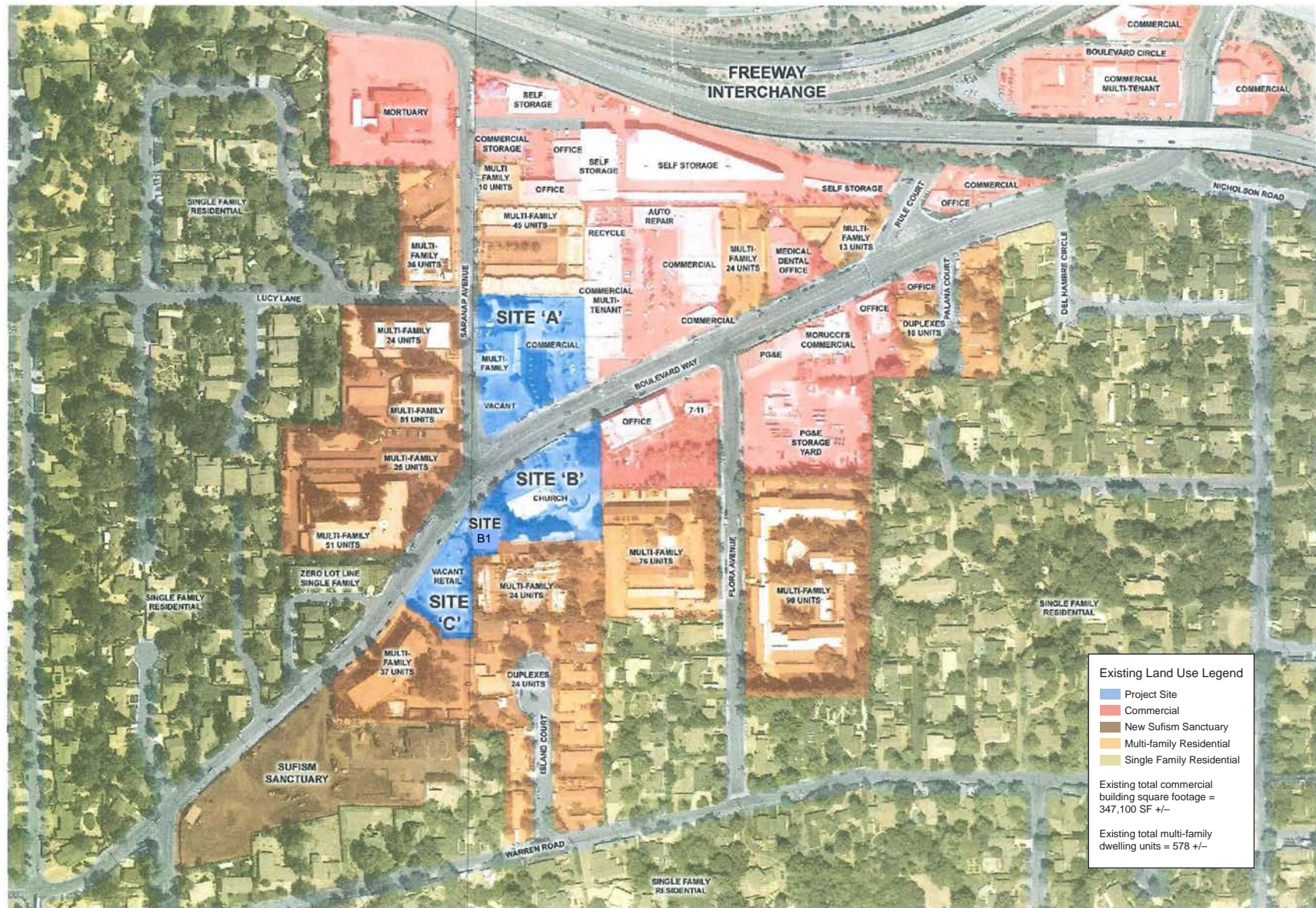
Public water, electric, natural gas, and sewage service are currently available to the site.











SOURCE: Hall Equities Group

Saranap Village RDEIR . 130919

**Figure 3-4**  
Existing Land Uses

Phase 1 Environmental Site Assessments were conducted for the private properties included in the Project Site (AEI Consultants, 2014; Ninyo & Moore, 2012). Both assessments concluded that no contamination or recognized adverse environmental conditions are suspected or known to have occurred on the project site.

## General Plan and Zoning

As shown on the Land Use Map in the 2020 Contra Costa County General Plan (General Plan), the project site includes two land use designations. Site A is comprised of both designations: Multiple Family Residential – Medium (MM) and Commercial (CO). The western half of Site A, fronting Saranap Avenue, is predominately designated MM with the eastern half designated CO. Site B also includes both land use designations, with the majority of the northern part of the site designated CO and a small portion of the south designated MM. Site B1 is designated entirely MM, while Site C is primarily designated CO, with a small portion in the northern tip designated MM. As stated in the General Plan, the MM land use designation is intended to allow for residential development from 12.0 to 21.9 multiple-family units per net acre. The CO land use designation allows for a broad range of commercial uses typically found in smaller-scale neighborhood, community, and thoroughfare commercial districts, including retail and personal service facilities, as well as limited office and financial uses, with a maximum Floor Area Ratio (FAR) of 1.0.

The zoning within the project site is similar, but varies slightly from the General Plan designations. Site A is comprised of three different zoning districts: General Commercial (C), Multiple Family Residential (M-29) allowing densities up to 29 dwelling units per acre, and Planned Unit District (P-1). The eastern half of Site A is predominately designated C, the southwest portion designated P-1, and the northwest portion M-29. South of Site A, Site B is primarily zoned Retail Business (R-B), with a small portion in the southeast corner of the site zoned M-29. Immediately west of Site B, Site B1 is entirely zoned M-29. Finally, Site C is designated Neighborhood Business (N-B) with a small area in the southeastern portion designated P-1. Maps showing the land use designations and zoning for the project site are provided in Section 4.10, *Land Use and Planning*.

As noted on page 4.10-13 of the 2014 Draft EIR, the P-1 zoning regulations currently require a minimum lot size of 15 acres to permit a mix of residential and non-residential uses, while the project site is 4.6 acres. Accordingly, either amendments to the General Plan and/or Zoning Code to reduce the minimum lot size (which the County is currently considering separately) would need to be enacted before the Project is approved or a variance would need to be granted as part of the Project rezoning decision.

In addition to the physical changes to Boulevard Way described above, the Contra Costa County Department of Conservation and Development (DCD) has determined that the classification used in the General Plan Circulation Element for Boulevard Way should be changed from “arterial” to “collector.” Accordingly, the Project includes a change in the roadway classification of Boulevard Way from “arterial” to “collector” and an amendment to the text of the General Plan Circulation Element. This change in roadway classification would apply to all of Boulevard Way, from

Olympic Boulevard to Mt. Diablo Boulevard. The offsite areas affected by the Project thus extend beyond what is depicted in Figure 3-2 to include all of Boulevard Way; the amended text is a policy-level statement that applies countywide. The changed roadway classification and associated text amendment to the General Plan would not result in any physical impacts to the environment, and thus would have no impact with respect to CEQA.

## **Assessor Parcel Numbers**

The four sites comprising the project site include a total of eight parcels. Site A is located on the northeast corner of the intersection of Saranap Avenue and Boulevard Way and includes four parcels: 185-370-010, 185-370-012, 185-370-018, and 185-370-033. Site B is located south of Site A across Boulevard Way and includes two parcels: 184-010-035 and 184-010-046. Site B1 is situated to the west of Site B fronting Boulevard Way and includes a portion of one parcel: 184-010-048. The final site, Site C, is located further west along Boulevard Way, adjacent to Site B1, and includes one parcel: 184-450-025.

### **3.1.3 Surrounding Area Characteristics**

The project site vicinity is characterized by a mix of land uses including: commercial, office, single-family residential, and multi-family residential (see Figure 3-2.) Directly abutting the project site on the north is a multi-family residential development with approximately 45 units. Further north and extending east adjacent to Highway 24 is a commercial center, with a mix of office spaces, commercial tenants, and a self-storage facility. Abutting the eastern boundary of the site is the previously mentioned single-story multi-tenant commercial center encompassing a large paved surface parking lot. There are a wide range of tenants currently leasing space in the center, including a hardware store, recycling facility, auto repair facility, warehouse, and a dance studio. Across Boulevard Way, to the east of the site is a two-story office building with a large surface parking lot, 7-11 convenience store, PG&E operations yard, delicatessen, and a mixture of retail and office uses.

To the south of the site, there are several multi-family residential housing developments, including the Broadway Terrace Condominiums, a 24-unit multi-family development directly abutting the project site; The Meridian, a 76-unit development to the southeast; and the Atrium Villas condominiums, a 37-unit development located to the west of Site C. Further to the south and west, fronting Boulevard Way, is a condominium project called Le Boulevard, and immediately west of that project is the location for the new Sufism Sanctuary. To the west of the project site, across Saranap Avenue, there are additional multi-family residential developments, buffering the project site from single-family residential neighborhoods.

The Walnut Creek Bay Area Rapid Transit (BART) station is located just over one mile northeast of the project site, the Lafayette BART Station is approximately 2.2 miles to the west, and there are bus stops adjacent to the project site, between Sites A and B, along Boulevard Way that are served by the County Connection. These stops are along County Connection Route 1 (Rossmoor/Shadelands), which provides access from the project site to the Walnut Creek BART station.



## 3.2 Project Objectives

The Project seeks to achieve the following objectives:

- Redevelop underused sites in the Saranap area to create a new sense of identity and a neighborhood focal point.
- Avoid creation of small isolated areas of redevelopment in the midst of outdated uses.
- Achieve the mass necessary to support pedestrian-friendly streetscape improvements that help create a sense of presence.
- Provide a sufficient mix of residential and commercial uses to ensure both the success of the commercial uses and the proximate availability of neighborhood services for the new residents.

The objectives and attributes of the Project are designed to create a lively village atmosphere embodying high-quality architecture that increases the walkability of the neighborhood. The objectives are also intended to implement policies of importance to the County, as reflected in the General Plan. These policies encourage infill redevelopment of underused sites in areas served by adequate infrastructure and services, near mass transit, freeways, and urban centers; multi-family housing located in proximity to transit corridors; and shopping areas and local shopping facilities distributed and spaced to accommodate the requirements of residential neighborhoods, minimize travel times, and reduce energy costs.

## 3.3 Project Characteristics

This section describes, through text and graphics, the components of the Project, which, combined with all parts of this chapter, constitute the CEQA Project analyzed in this EIR.

### 3.3.1 Existing Uses Proposed for Removal

To accommodate the new construction proposed, the Project would demolish all existing on-site buildings as described in Section 3.1.2. **Table 3-2 – Existing Development to Be Removed** presents a summary of existing buildings to be demolished prior to construction.

### 3.3.2 Proposed New Construction

The Project studied in this EIR comprises a maximum envelope of development that will not be exceeded. To the extent detailed development plans are described in this EIR, they constitute the project applicant's currently-proposed development plans, which are subject to change, but which would not exceed the maximum envelope of development studied in this EIR. The Project includes a General Plan Amendment to reclassify the entire project site to a Mixed Use land use designation. This land use designation would allow an increase in residential units and decrease in commercial square footage as compared with the current designations. The Project is proposed as a PUD, and would require approval of comprehensive and integrated development plans for the approximately 4.6-acre project site. The project applicant seeks approval of the maximum

**TABLE 3-2  
EXISTING DEVELOPMENT TO BE REMOVED  
(Square Footage of Gross Leasable Area)**

<b>Use</b>	<b>Existing</b>
<b>Site A</b>	
Multi-Tenant Commercial Building (occupied with various commercial businesses)	11,795
Multi-Tenant Commercial Building (occupied with various commercial businesses such as a plumber)	8,375
Multi-family Residential – 24 units (occupied)	8,528 <sup>a</sup>
Single-family Residential – 1 home (occupied)	966 <sup>a</sup>
<b>Site B</b>	
Sufism Reoriented Church Sanctuary, Offices, Meeting space, etc.	12,272
<b>Site C</b>	
Commercial Building (occupied with various commercial uses such as a Help-U-Sell, a nutritionist, and an art gallery)	5,059
<b>Subtotal Commercial and Institutional Square Footage to be Removed</b>	<b>37,501</b>
<b>Subtotal Residential Square Footage (Units) to be Removed</b>	<b>9,494 (25 units)<sup>a</sup></b>
<b>Total</b>	<b>47,821</b>

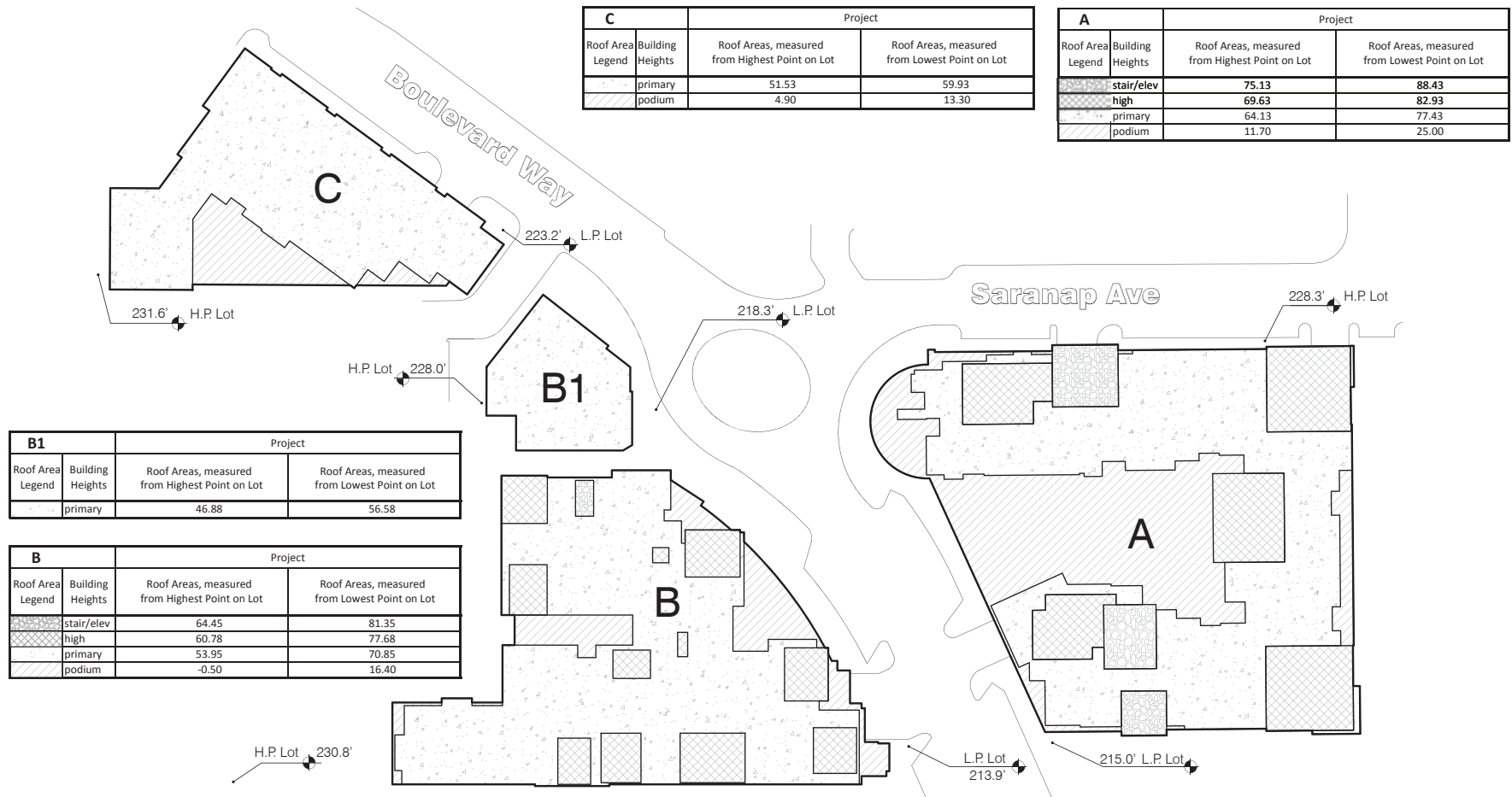
<sup>a</sup> Residential uses are measured in gross square feet.

heights depicted in **Figure 3-5, Maximum Height Zone Map**, which has been edited to reflect heights from high points and low points of each lot, and more accurately reflect elements above the rooftop.<sup>1</sup>

**Table 3-3 – Proposed Maximum Development** presents the maximum development scenario anticipated under the Project. The actual square footage that would be constructed may be less than the build-out scenario depicted in Table 3-3, and is dependent on market factors and the amount of parking provided pursuant to standard County parking requirements. For the purposes of a conservative environmental review, the maximum development scenario forms the basis of the EIR analysis.

The Project that is described in the Notice of Preparation and studied in this EIR reflects a change from the preliminary project designs the applicant submitted. In a letter dated May 6, 2013, requesting authorization of a General Plan Amendment study, the applicant proposed approximately 325 residential units and 25,000 square feet of retail shops, up to nine floors above finished grade, with the required parking, and streetscape improvements similar to those proposed by the Project.

<sup>1</sup> For the purposes of comparison, the Project's Maximum Height Zone Map that is presented here differs from Figure 3-5 in the 2014 Draft EIR where heights were measured from finished grade at the ground floor.



Maximum heights for each marked area shall not exceed the heights set forth in this map. Locations of marked areas shown above are approximate. High points and Low Points of each lot reflect proposed (finish) elevations.

NOTES: The maximum heights for each building in this map reflect the preliminary designs submitted to the County, plus one-half foot of additional height to allow for the construction plan margin of error that is generally needed when utilizing preliminary (schematic) designs. Construction level plans would be submitted and reviewed post County Approvals, as applicable.



**TABLE 3-3  
PROPOSED MAXIMUM DEVELOPMENT  
(Square Footage of Gross Leasable Area)**

<b>Use</b>	<b>Proposed</b>
Shopping Areas	3,496
Restaurant	5,589
Grocery	15,236
Coffee Shop	2,135
Micro Bank	690
Bar / Nightclub	2,222
Fitness Club	14,173
<b>Total Non-Residential</b>	<b>43,541 sf</b>
<b>Total Residential Units</b>	<b>235 units</b>

SOURCE: Hall Equities Group, 2014.

## Site A

On Site A, the Project would demolish all existing structures and develop a mixture of street-level retail shops and multi-family residential over structured parking. Retail shops would be constructed facing the intersection of Boulevard Way and Saranap Avenue, extending east along the northern side of Boulevard Way. The primary retail space would likely be a specialty grocery store occupying approximately 15,240 square feet. A small micro-bank (without a drive-through) would be located in separate storefront space of approximately 690 square feet along Boulevard Way. Residential development on Site A would consist of approximately 143 multi-family units, ranging in size from studio to three bedrooms. The building would extend five stories above the podium parking structure for a maximum height of seven stories. A health club occupying roughly 14,170 square feet, would be located at the southeast corner of the building, above the parking structure.

Site A would include a three-level, partially underground parking structure. Due to the elevation difference across the site, from the low point on Boulevard Way at the southeast corner of the site to the high point at the northwest corner of the site, this structure would extend underground into the northern upslope portions of the property. The parking structure would be under, adjacent to, and north of the retail buildings, and would occupy most of the ground area on Site A. Specific parking spaces would be reserved at the ground level of the parking structure for retail tenants, with any surplus spaces to be used by guests visiting the residential units. The basement level of the parking structure would be gated for exclusive use by occupants of the residential units, and may consist of mechanical lift systems and/or standard parking stalls. The remaining spaces on the third level of the parking structure would be available for guests of the residential units and members of the fitness club. In total there are an estimated 391 parking stalls located on Site A.

The building heights proposed on Site A would range across the entire Site, and would vary from one story retail along Boulevard Way to five stories of residential uses over two of the podium

levels of parking above street level (for a total of seven stories above the lowest elevation point on Boulevard Way).

## **Site B**

On Site B, the Project would demolish the existing buildings and the paved parking lot and relocate the large oak tree located in the northeastern portion of the site to a new traffic circle to be constructed near Flora Avenue. A mixture of street-level retail uses is proposed, including a restaurant of approximately 5,589 square feet, and multi-family residential uses over structured parking. The retail and restaurant uses would be located on the ground floor along Boulevard Way. A bar or lounge, approximately 2,222 square feet in size, would be located at the northeast corner of Site B. Residential development on Site B would include approximately 62 multi-family units, to be constructed extending four stories above the podium parking levels. The units would be a mixture of one- and two-bedroom units.

A three-level, partially-underground concrete parking structure is also proposed on Site B. The parking structure would occupy most of the ground area on Site B that is not proposed for the retail or restaurant uses and would consist of mechanical lifts and/or standard parking stalls. Similar to Site A, Site B would identify separate parking spaces for the proposed commercial and residential uses, providing a total of 225 parking stalls.

The building proposed on Site B would include up to four stories of residential uses over one to two podium levels, for a total of six stories above the lowest elevation point on Boulevard Way (street level).

## **Site B1**

To accommodate new construction on Site B1, the Project would remove and replace the existing on-site parking and driveway for the Boulevard Terrace Condominiums. Site B1 would be developed into a single mixed-use building with approximately 3,496 square feet of retail uses and an approximately 2,135 square foot coffee shop located on the ground floor along Boulevard Way, with parking occupying the second floor, and six, two-level townhomes on the third and fourth levels. It is anticipated that the townhomes all would be two-bedroom units. The townhomes would therefore be situated on top of a story of retail, and a story of parking, and would themselves extend two stories high, for a total of four stories above street level.

## **Site C**

On Site C, the Project would include demolition of all existing on-site uses to accommodate development of a new residential building including 24 multi-family units, ranging in size from one to three bedrooms. The singular building would include three stories of dwelling units above a podium level, partially underground parking structure. The building would be four stories above street level along Boulevard Way. Project amenities may include an open landscaped common area at podium level for barbeque, lounging, and other activities. The driveway removed from Site B1 would be reconstructed on Site C, just north of the proposed Site C building.



## **Parking, Access, and Circulation**

The Project would provide at least 664 total parking spaces in off-street garage parking. This is in addition to new diagonal and parallel on-street parking spaces proposed for Boulevard Way and Saranap Avenue. Retail parking would be provided in ground-level parking structures on Sites A and B and also through on-street parking. Residential parking would be gained from three driveways through gate-controlled access. Parking gates would be located well off major street access points to avoid potential vehicle queuing.

The Project would provide a sufficient number of parking spaces in the garages and in front of Site C to meet standard County parking requirements. Project submittals have identified locations for 664 parking spaces within the garages, and the applicant has indicated that the underground area within the proposed building footprints can be reconfigured to accommodate an additional 17 spaces. Of the 664 parking spaces already identified, 391 on-site spaces would be provided on Site A, 225 spaces on Site B, and 48 spaces on Site C. On Site B1, 13 new parking spaces would be developed to replace existing parking spaces utilized by Boulevard Terrace Condominiums residents. The parking spaces on Site B1 would not be available for use by project residents or tenants.

Along Boulevard Way and Saranap Avenue, the Project would narrow the roadway by introducing on-street diagonal and parallel parking to serve new retail and restaurant uses. On Boulevard Way, 23 diagonal spaces would be installed along the southern project site frontage and extending from west of the Saranap Avenue intersection to just east of the project site. An additional 21 diagonal parking spaces would be installed on the north side of Boulevard Way and eight parallel spaces would be provided along the east side of the Saranap Avenue project site frontage. Five parallel spaces would front Site C on Boulevard Way. Additionally, on-site bicycle storage would be provided throughout the site.

Boulevard Way is currently two lanes southwest of the project site, transitioning to four lanes at its intersection with Saranap Avenue. The traffic calming plan for the Project would move that transition point further northeast, such that the area of Boulevard Way between Saranap Avenue and Flora Avenue would be reduced from four lanes to two. New roundabouts are proposed to be installed at both the Saranap Avenue/Boulevard Way intersection and on Boulevard Way immediately west of Flora Avenue. These would be classified as “urban single lane roundabouts” and are part of the design component to improve vehicle and pedestrian safety along the Boulevard Way corridor.

## **Pedestrian Circulation**

Pedestrian circulation and safety would be improved and enhanced through construction of the aforementioned roundabouts. At Saranap Avenue, two new north-south pedestrian crosswalks would be located both east and west of the roundabout. Actual crosswalks would be enhanced through texture patterns to improve visibility, and would be constructed to ADA accessibility standards. On Saranap Avenue, an east-west crosswalk would be located immediately behind the roundabout, which would avoid the existing driveway. The traffic circle planned for Boulevard

Way west of Flora Avenue would be accompanied by a new north-south crosswalk just west of Flora Avenue. This crosswalk would be incorporated into the roundabout splitter and offer the same safety factors when crossing the street. In addition to pedestrian crosswalks, widened pedestrian sidewalks would be installed along all project site frontages along Boulevard Way and Saranap Avenue.

## **Sustainability and Green Building Elements**

The Project would incorporate a number of Green Building elements:

- Public transportation access
- Bicycle storage
- Accommodations for low-emitting and fuel-efficient vehicles
- Stormwater design focused on controlling quantity and quality
- Water efficient landscaping
- Water use reductions
- Minimum and optimized energy performance
- Construction waste management
- Use of recycled content
- Use of low-emitting construction materials

## **Landscaping and Public Realm Improvements**

The Project's landscaping would be located around the perimeter of each Site and concentrated along Boulevard Way and Saranap Avenue. The Project also would relocate a large oak tree from Site B to the new roundabout in the center of Boulevard Way just east of the project site, near Flora Avenue. Edge plantings and other biofiltration elements have been designed to help manage potential stormwater runoff of the site. Other landscaping features would focus on creating attractive pedestrian spaces and successful transitions to the existing surrounding uses.

Specifically, a variable landscape setback buffer, along the south line of Site B is proposed to serve as an added buffer between the Project and the Boulevard Terrace Condominiums.

To provide on-site open space, the Project would include recreational amenities on Sites A, B, and C. Proposed amenities on Site A would include a publically-accessible health club, as well as a landscaped, resort-style pool with an outdoor lounge and barbeque area that would be open to members of the health club and residents of Site A. Residents of Site A also would have access to a kitchen and lounge area located on the southeast corner of the rooftop level above the proposed residential building. Outdoor seating would be located adjacent to the specialty grocery, at the Boulevard Way and Saranap Avenue intersection. On Site B, the recreational facilities include a pool and spa, with an adjacent outdoor kitchen and clubhouse, available to residents of Sites B, B1, and C. A podium-level landscaped open space area would be located in the center of the Site B building, as an added amenity for the residents. A pathway would separate buildings between Sites B and B1, providing public access between Boulevard Way and the parking garage on Site B. The pathway also would provide private gated access to the existing Boulevard Terrace

Condominiums to the south. On Site C, recreational amenities would include an open landscaped common area at podium level for barbeque, lounging, and other activities. The coffee shop and restaurant uses on the project site also would have outdoor seating available.

## **Site Preparation and Utilities**

The Project would require excavation for installation of building foundations and underground utilities. Approximately 70,000 cubic yards of soil and debris would be removed, and approximately 3,000 cubic yards would be excavated and re-compacted.

Infrastructure improvements, both on-site and off-site, would consist of new or relocated utility lines, together with all necessary appurtenances and facilities. The existing above-ground utility poles would be eliminated and utilities undergrounded. Three natural gas-powered emergency generators would be installed (approximately 100 kilowatts (kW) on Site A, 100 kW on Site B, and 80 kW on Site C). All on- and off-site improvements would be constructed within the acreage proposed to be disturbed by mass grading or trenching, which would be approximately 5.28 acres (see Figure 3-2).

Stormwater management systems would be installed, which would bring the existing 1960s-era storm drainage facilities up to modern standards, including detention facilities located on-site. These facilities would be constructed within the acreage proposed to be disturbed by mass grading or trenching. The Project would include improved detention and treatment facilities.

When applications were presented to the County, the project applicant planned to initiate construction in 2015, with a target for business to commence in 2016. Site preparation and construction activities required for the Project are now planned to be phased and estimated to occur for a duration of approximately 19 months, beginning in 2017.

## **3.4 Discretionary Actions and Other Planning Considerations**

Pursuant to the CEQA Guidelines (Section 15051), Contra Costa County is the lead agency responsible for preparation of this EIR. The EIR is intended to satisfy CEQA requirements for all discretionary actions for the Project. The County Planning Commission and Board of Supervisors will make decisions on the required discretionary actions. At the time this EIR was prepared, the actions and other considerations and approvals anticipated to be required for the Project include, but are not limited to, those listed below.

### **3.4.1 Contra Costa County**

- General Plan Amendment – GP13-0003
- Rezoning – RZ13-3224
- Major subdivision – SD13-9353
- Condominium maps

- Development plan – DP13-3035
- Ministerial permits (demolition, grading, building, encroachment)

### 3.4.2 Other Agencies

Portions of the Project may require review and approval by a number of other public and quasi-public agencies with jurisdiction over specific aspects of the Project. It is anticipated that these other agencies will rely upon this EIR in their review and decision-making processes. These other agencies and their jurisdictional permits and approvals include the following:

- **California Regional Water Quality Control Board (RWQCB).** Acceptance of a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) and Notice of Termination after construction is complete.
- **Bay Area Air Quality Management District (BAAQMD).** Compliance with BAAQMD Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule, and permits for natural gas-powered emergency generators.
- **Utilities.** Approval of new or expanded service requests and, where required, new meter installations. Public and private utilities that would serve the project include the East Bay Municipal Utility District (EBMUD), Central Contra Costa Sanitary District (Central San), PG&E, and cable, satellite and/or telephone companies.
- **Contra Costa County Local Agency Formation Commission (LAFCO).** Because funding mechanisms for maintenance of public facilities have not been determined, it is possible that the Project would form or annex into an entity under the jurisdiction of LAFCO.

## CHAPTER 4

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# Environmental Setting, Impacts, and Mitigation Measures

Sections 4.0 through 4.17 of this chapter of the Draft Environmental Impact Report published in September 2014 (2014 Draft EIR) remain valid and applicable to the Project with the exception of Section 4.1, *Aesthetics*, which is replaced by the following. Further, to analyze the revision to the Project Description (see Chapter 3), Section 4.18 is included in this Recirculated Draft Environmental Impact Report (RDEIR) as a supplement to the 2014 Draft EIR Chapter 4.

## 4.1 Aesthetics

### 4.1.1 Introduction

This section evaluates the potential impacts of the Project in regards to aesthetics. The evaluation considers existing visual conditions and utilizes computer-generated visual simulations illustrating the “before” and “after” character of the project site. The potential impacts on the existing natural and developed environment are also described, focusing on the compatibility of the Project with existing conditions.

### 4.1.2 Setting

#### Regional Setting

The County covers a total of 805 square miles of land and water areas (Contra Costa County, 2010). The physical environment is diverse, with the western and central areas providing much of the urban and suburban character, and the eastern portion containing most of the agricultural communities. The topography includes hilly terrain, as well as the low-lying and relatively flat coastal terrain. Views of major ridgelines help preserve a rural character for an area that is rapidly developing.

#### Visual Character

##### *Surrounding Area*

The site is located within the northeastern portion of the Saranap area of Contra Costa County between the cities of Walnut Creek and Lafayette, near the junction of State Route 24 (Highway 24) and Interstate 680 (I-680). Prominent aesthetic features in this area include Mt. Diablo, which is located to the east and rises to an elevation 3,864 feet above mean sea level, and ridgelines, including Las Trampas Regional Wilderness, that are intermittently visible to the south and west.

The area in which the project site is located can be described as a mixed-character neighborhood. The general vicinity contains commercial and institutional uses, high-density residential units, and single-family residential units. Buildings in the project vicinity range from one to three stories in height, and represent a variety of architectural styles that reflect local building styles and trends of the past several decades. In the area immediately surrounding the project site, development is characterized by higher-density residential to the north, west and south, and commercial to the northeast and southeast. Adjacent development includes Boulevard Terrace Condominiums, a 24-unit three-story multi-family condominium community south of Site B, Le Boulevard, a three-story, 36-unit wood-clad apartment building built in 1987, and a multi-family building north of Site A. Further south and west of the project site are one and two-story single-family homes, and newer townhomes across Boulevard Way (on Molly Way) that were built in 2002. The Atrium Villas Condominiums is located across Boulevard Way to the west. Many properties include mature trees and landscaping.

### ***Project Site***

The project site is located at the intersection of Boulevard Way and Saranap Avenue, and located along the traditional commercial and multi-family segment of Boulevard Way, within a quarter mile west of the downtown Walnut Creek core area. The site and surrounding area consists of a mixture of older commercial and multi-family buildings, that primarily date back to the 1950s and 60s. The large expanse of pavement along Boulevard Way within the backdrop of a major freeway interchange (Highway 24 and I-680), adds to an existing urban visual setting that lacks a cohesive character and identity. Boulevard Way was once planned as a major transportation corridor in the region, prior to Highway 24 construction. Once Highway 24 became the major east-west regional transportation route, it rendered this short segment of 4-lane roadway obsolete, and the wide, underutilized boulevard functions primarily as a barrier to a more pedestrian friendly environment and a physical divide through the center of the Saranap area (MBH Architects, et al., 2014).

The 4.6-acre project site includes several parcels grouped into four subareas—A, B, B-1, and C (see **Figure 3-3**). The project site includes the portions of Boulevard Way and Saranap Avenue fronting these subareas, plus the portion of Boulevard Way extending east to the intersection with Flora Avenue. Existing buildings consist of one and two story buildings, of varying architectural styles, with little or no visual distinction and architectural character.

### ***Scenic Vistas, Scenic Resources, and Public View Corridors***

The primary scenic public vista is the view from surrounding public streets primarily toward Mt. Diablo and its adjacent ridges located to the east of the project site. Substantial existing hills and associated elevation increases, particularly to the west, north, and south of the project site, are the areas that may have public vistas eastward toward Mt. Diablo, or to other distant ridgelines, including Las Trampas Regional Wilderness ridgeline to the south. The existing street alignments are generally not in the direction or view corridor of the primary views of Mt. Diablo and certain existing buildings, trees, and vegetation currently obstruct such views from many surrounding streets.

Highway 24 has been designated as a Scenic Highway by the California Department of Transportation (Caltrans), from the east portal of the Caldecott Tunnel to the Interstate (I-680) interchange in Walnut Creek. I-680 is also a designated Scenic Highway from the Alameda County line to Highway 24 (DOT, 2014).

The project site is visible from several public view corridors. General public view corridors include public roadways, highways, and publicly-accessible spaces such as recreational areas. The primary public view corridors from which the project site can be seen are nearby streets.

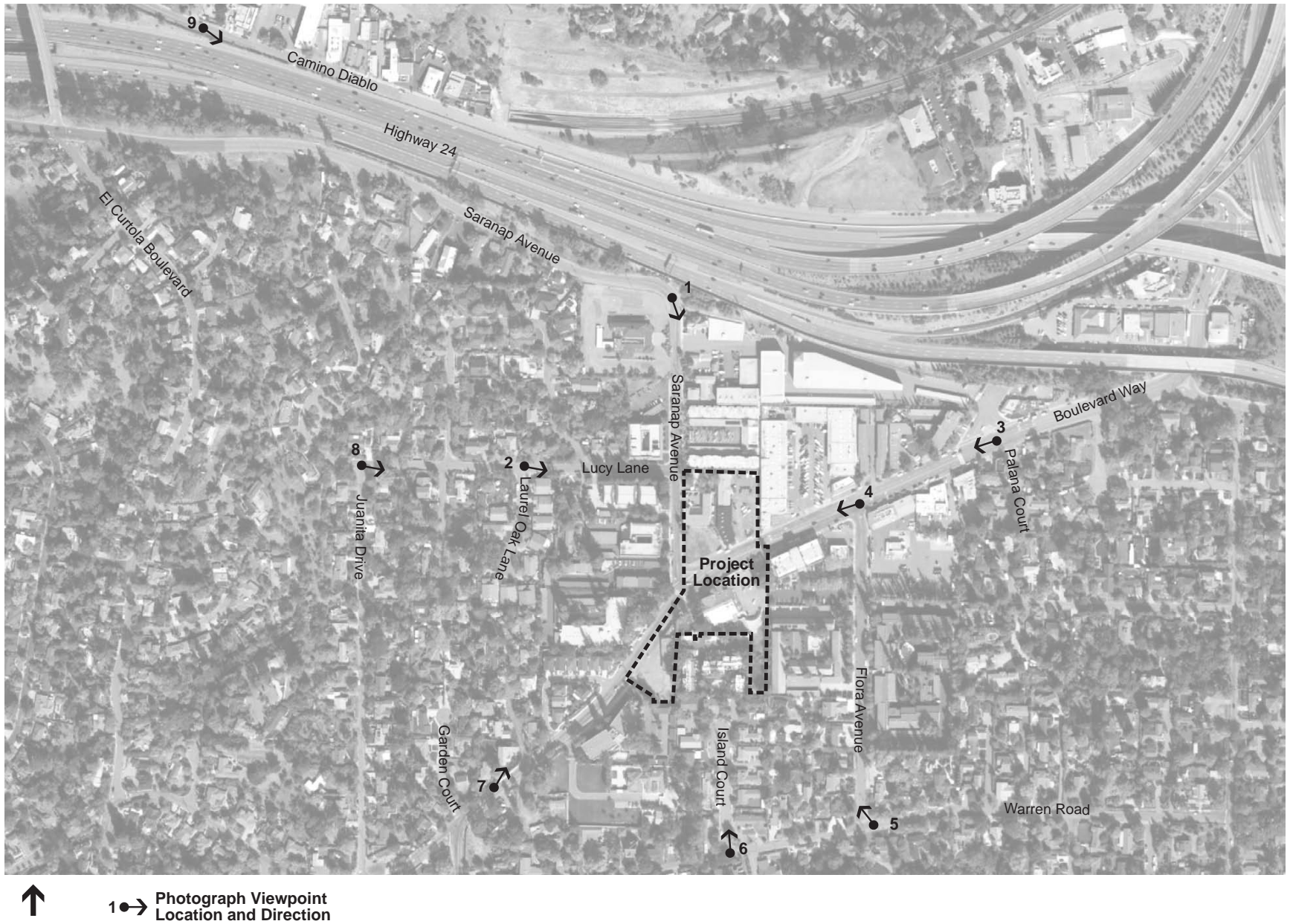
**Figure 4.1-1** shows a map of nine representative viewpoint locations. **Figures 4.1-2 through 4.1-10** show the existing views through the project site. For impact discussion purposes, the photo-simulations show these views with the general massing of the project components (in the b photos) (see Section 4.1.3, below, for a detailed description of the visual simulation methodology) Where proposed buildings are obstructed from view, the proposed buildings are depicted in white outlines to show their location relative to the existing conditions. The effects of the proposed buildings on existing views are discussed in Section 4.1.5, *Impacts and Mitigation Measures*.

Contra Costa County, in consultation with Environmental Vision (a firm retained and supervised by the County to create new visual simulations) determined to assess aesthetic impacts from the viewpoints shown in Figure 4.1-1. These viewpoints include close-up and far-range views. The close-up views reveal how the mass of the Project would affect the visual character of the site and its immediate surroundings, including neighborhood character. However, close-up views may not be appropriate to assess whether the mass of the Project would significantly impact views of offsite scenic elements including ridgelines, since, when standing close enough, any building would necessarily obstruct views. Accordingly, professional judgement was exercised to select viewpoints appropriate for capturing the impact of the massing of the Project on ridgelines and other offsite scenic elements. Because the primary scenic elements relevant to this analysis consists of ridgelines and open space to the south and east of the project site, viewpoints from public vantage points west and north of the project site were used to evaluate impacts on these scenic elements.

This RDEIR uses essentially the same viewpoints as were used in the 2014 Draft EIR,<sup>1</sup> plus two additional viewpoints. The viewpoints the County selected for the 2014 Draft EIR are included here as viewpoints 1 and 3 through 8. Viewpoint 9 is included in this RDEIR to capture a long-range view from a high vantage point. Viewpoint 9 has sweeping, panoramic views of hillsides and ridgelines leading down to the project site. Viewpoint 2, at the intersection of Lucy Lane and Laural Oak Lane, is included in this RDEIR because the 2014 Draft EIR erroneously marked that intersection on the viewpoint location map.<sup>2</sup> Viewpoint 2 is located close to the project site, along a narrow residential street, where views of the project site are already obstructed with telephone poles and trees. Accordingly, this close-up view is not appropriate for evaluating the impact of the Project on scenic vistas. However, because viewpoint 2 had been marked on the map in the

<sup>1</sup> Because the visual simulations of the 2014 Draft EIR and this 2015 RDEIR were performed by different companies using different equipment, there are some differences in the pictures used to create the simulations.

<sup>2</sup> In the 2014 Draft EIR, the location of viewpoint 2 was erroneously depicted on the map (Figure 4.1-1) as being near Lucy Lane and Laurel Oak Lane, but the visual simulation (Figure 4.1.1-3) was produced from the viewpoint that had been selected by the County, which is located near Lucy Lane and Juanita Drive.



SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-1**  
Viewpoint Location Map





a - Existing View - Saranap Avenue looking south



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-2**  
Project Viewpoint 1





a - Existing View - Lucy Lane at Laurel Oak Lane looking east



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-3**  
Project Viewpoint 2





a - Existing View - Boulevard Way at Palana Court looking west



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-4**  
Project Viewpoint 3



a - Existing View - Boulevard Way at Flora Avenue looking west



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-5**  
Project Viewpoint 4





a - Existing View - Warren Road at Flora Avenue looking northwest



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-6**  
Project Viewpoint 5





a - Existing View - Warren Road at Island Court looking north



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-7**  
Project Viewpoint 6





a - Existing View - Boulevard Way at Garden Court looking northeast



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-8**  
Project Viewpoint 7





a - Existing View - Lucy Lane at Juanita Drive looking east



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-9**  
Project Viewpoint 8





a - Existing View - Camino Diablo looking southeast



b - Visual Simulation of Original Project Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 4.1-10**  
Project Viewpoint 9

2014 Draft EIR, simulations from viewpoint 2 are included in this RDEIR, and they have been evaluated to determine the significance of changes to the visual character of the site. As was the case in the 2014 Draft EIR, a location near the intersection of Lucy Lane and Juanita Drive (viewpoint 8 in this RDEIR) was used to evaluate the impact of the Project on views of scenic ridges from this adjacent neighborhood. Lucy Lane at Juanita Drive is an appropriate location for this evaluation because the main neighborhood streets converge here and baseline views from this point provide significant visual access to Mt. Diablo's ridgelines and peak.

**Viewpoint Number 1 – Saranap Avenue Near Hull's Funeral Home & Highway 24**

This view is looking south along Saranap Avenue, toward Sites A, B-1, and C (**Figure 4.1-2a and b**), with views of Las Trampas Regional Wilderness in the background.

**Viewpoint Number 2 – Lucy Lane at Laurel Oak Lane, looking east**

This view is looking eastward along Lucy Lane, toward Sites A and B (**Figure 4.1-3a and b**).

**Viewpoint Number 3 – Boulevard Way at Palana Court, looking southwest**

This view is looking southwest along Boulevard Way from Palana Court, toward Sites A and B (**Figure 4.1-4a and b**). The existing Diablo Vista Apartments are located on the right side of the photo, and existing offices and commercial uses (including Morucci's Deli) are located on the left side.

**Viewpoint Number 4 – Boulevard Way at Flora Avenue, looking southwest**

This view is looking southwest along Boulevard Way at Flora Avenue, toward Site A, just east of the proposed oak tree relocation planter (**Figure 4.1-5a and b**). Older commercial and retail buildings exist in proximity to the existing four-lane expanse plus parallel parking of Boulevard Way.

**Viewpoint Number 5 – Warren Road at Flora Avenue, looking northwest**

This view is looking northwest at the corner of Warren Road and Flora Avenue, toward Sites A, B, B-1, and C (**Figure 4.1-6a and b**).

**Viewpoint Number 6 – Warren Road at Island Court, looking north**

This view is looking north along Island Court from Warren Road toward Sites B, B-1, and C (**Figure 4.1-7a and b**).

**Viewpoint Number 7 – Boulevard Way between Garden Court and Iris Lane**

This view is looking to the northeast along Boulevard Way toward Sites A, B-1, and C (**Figure 4.1-8a and b**). This is generally the first view of the project site that is seen coming from the southwest near the intersection of Boulevard Way, Kinney Drive, and Garden Court. The existing public view at this location consists of the new Sufism Sanctuary construction, with existing trees vegetation and multi-family buildings located along the right side of the photo, and existing trees and single-family residential buildings along the left side of the photo. The existing market and commercial building (Site C) is located directly in the middle of the photo.

**Viewpoint Number 8 – Lucy Lane at Juanita Drive, looking east**

This view is looking east along Lucy Lane, toward Sites A, B, B-1, and C (Figure 4.1-9a and b), with views of Mt. Diablo in the background.

**Viewpoint Number 9 – Camino Diablo, looking southeast**

This view is looking southeast along Camino Diablo, across Highway 24, looking toward the entire project site (Figure 4.1-10a and b). The ground elevation of this viewpoint is more than 100 feet higher than the project site base elevation, and almost 40 feet higher than the adjacent freeway. The viewpoint is located more than 2,000 feet from the project site.

***Regulatory Setting******Contra Costa County General Plan***

The Community Identity and Urban Design section of the Contra Costa County General Plan Land Use Element contains six policies related to community appearance and visual character. The following policies are applicable to the Project:

**3-15:** The design of new buildings and the rehabilitation of existing buildings shall reflect and improve the existing character of the commercial districts in the County.

**3-16:** Community appearance shall be upgraded by encouraging redevelopment, where appropriate, to replace inappropriate uses.

**3-18:** Flexibility in the design of projects shall be encouraged in order to enhance scenic qualities and provide for a varied development pattern.

Within the project vicinity, Caltrans has designated Highway 24 and I-680 as state scenic highways (DOT, 2014). The County has also designated these routes as scenic highways in the Transportation and Circulation Element of the General Plan. The General Plan defines a scenic route as “a road, street, or freeway, which traverses a scenic corridor of relatively high visual or cultural value” (Contra Costa County, 2010). General Plan policies 5-47 through 5-56 address scenic routes, with the following policies being applicable to the Project:

**5-49:** Scenic views observable from scenic routes shall be conserved, enhanced, and protected to the extent possible.

**5-54:** For lands designated for urban use along scenic routes, planned unit developments shall be encouraged in covenant with land development projects.

**5-56:** Aesthetic design flexibility of development projects within a scenic corridor shall be encouraged.

The Contra Costa County General Plan Open Space Element contains policies that regulate visual resources in the project vicinity. Scenic resources are classified as scenic waterways or scenic ridgelines. In the project vicinity, scenic ridgelines include Mt. Diablo located to the northeast and the east bay hills located to the south and west. The General Plan Open Space Element contains the following goals and policies relevant to the Project:

**9-15:** In order to conserve the scenic beauty of the County, developers shall be required to restore the natural contours and vegetation of the land after grading and other land disturbances. Public and private projects shall be designed to minimize damages to significant trees and other visual landmarks.

**9-20:** New power lines shall be located parallel to existing lines in order to minimize their visual impact.

**9-24:** Any new development shall be encouraged to generally conform with natural contours to avoid excessive grading.

**9-27:** The appearance of the County shall be improved by eliminating negative features such as non-conforming signs and overhead utility lines, and by encouraging aesthetically designed facilities with adequate setbacks and landscaping.

### 4.1.3 Significance Criteria

Based on California Environmental Quality Act (CEQA) Guidelines Appendix G, a project would cause significant adverse impacts to aesthetic resources if it were to:

- a) Have a substantial adverse effect on a scenic vista;
- b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- c) Substantially degrade the existing visual character or quality of the site and its surroundings; or
- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

The significance determination in this visual analysis is based on consideration of: (1) the extent of change related to visibility of the Project from key public vantage points; (2) the degree of visual contrast and compatibility in scale and character between project components and the existing surroundings; (3) project conformance with public policies regarding visual and urban design quality; and (4) potential adverse effects on scenic vistas and scenic resources.

The methodology employed for assessing aesthetic impacts includes consideration of the viewshed and development of computer-generated visual simulations. The visual simulations were produced by Environmental Vision and are the results of an objective computer modeling process that includes systematic high resolution digital site photography, and computer modeling based on existing conditions information and project design data.

In consultation with County Planning staff, field work and site photography were conducted on March 20, 2015, to verify and photograph the nine requested simulation viewpoint locations (see Figure 4.1-1). High resolution digital photographs were taken, using a full-frame digital single lens reflex (SLR) camera with a 50 millimeter (mm) lens which represents a horizontal view angle of approximately 40 degrees. Systematic documentation of photography viewpoint locations included Global Positioning System (GPS) recording and photograph log sheet and

basemap annotation. Additional site photography, taken under improved weather conditions, was completed on April 30, 2015, using the same methodology. In conjunction with the site photography work, Kier & Wright Engineers performed field surveys to document the simulation viewpoint locations as well as the locations and heights of selected existing features such as street lights and utility poles. The digital survey data was then provided to Environmental Vision to support the computer modeling process described below.

A three-dimensional (3-D) computer massing model for the Project was developed based on Project data including detailed 3-D architectural modeling of the preliminary designs (MBH, received February 24, 2015), floor plans (MBH, dated January 17 and March 28, 2014), and combined with detailed proposed site improvements that were modeled based on site and grading plans (Kier & Wright, dated March 2013). The model omits architectural design features, resulting in a model of a building mass representing the outside parameters of the development proposed for the Project. The project model was combined with CAD basemap data, geographic information system (GIS) topography data and digital aerial photographs of the existing site, viewpoint locations, and both on-and off-site features such as the existing site features and adjacent buildings, to produce digital modeling for simulation of the proposed projects.

For the simulation viewpoints, photograph locations were incorporated into the 3D model based on surveyed location and elevation, GPS field data, and basemap annotation, using 5.2 feet as the eye level. Computer "wireframe" perspective plots were overlaid on the photographs to verify scale and viewpoint locations. Digital visual simulation images were then produced based on computer renderings of the 3-D modeling combined with digital photographs from each viewpoint. Building massing is shown by a white outline where portions of the project are obscured by intervening vegetation or buildings and therefore would not be visible. The simulations show new landscaping at approximately seven to eight years of maturity, with heights of the new trees between 17 and 29 feet.

The maximum heights stated in the height zone map (see Figure 3-5) add one-half foot to the height shown in the simulations to allow for the flexibility and margin of error that is generally needed when preliminary designs are refined into construction-ready plans. Therefore, the Project may increase heights slightly above those shown in the simulations, limited by the square footages stated in the project description, and by the maximum heights shown in the height zone map.

## 4.1.4 Discussion of Impacts and Mitigation Measures

### **Impact 4.1-1: The Project would have a substantial adverse effect on a scenic vista. (Criterion a) (*Less than Significant with Mitigation*)**

As described in the *Regional Setting*, the project site is located within the viewshed of Mt. Diablo and Las Trampas Regional Wilderness. Views of Mt. Diablo or Las Trampas Regional Wilderness are available from viewpoint numbers 1, 8, and 9 (see Figures 4.1-2, 4.1-9, and 4.2-10). Thus, the Project has the potential to affect scenic vistas of the mountain or other surrounding area ridges.

As explained above, the County had originally selected Lucy Lane's intersection with Juanita Drive to assess impacts to scenic vistas because, at this location, a number of streets and neighborhoods come together and views provide significant visual access to Mt. Diablo's peak, thus representing a significant view corridor. This location is now depicted in viewpoint number 8 and the Project effects from this vantage point are analyzed below. Visual simulations from viewpoint 2 are included in this document because the 2014 Draft EIR had erroneously marked this intersection on the viewpoint location map in the 2014 Draft EIR (see 2014 Draft EIR Figure 4.1-1). While viewpoint 2 is considered appropriate for assessing changes to the character of the site, viewpoint 8 is used to assess impacts to scenic vistas in views from the Lucy Lane / Juanita Drive neighborhood.

#### **Viewpoint Number 1 – Saranap Avenue Near Hull's Funeral Home & Highway 24**

As shown in Figure 4.1-2 (viewpoint number 1), Las Trampas Regional Wilderness is visible from Saranap Avenue when looking south toward Sites A, B-1, and C. This view depicts a proposed building massing and scale in the scenic vista. From this viewpoint location, the proposed building on Site A would further obstruct views of the wilderness area and block significant portions the ridgeline. The addition of the Site A building would represent a change to existing views. Existing public views to the Las Trampas Regional Wilderness from the project vicinity are intermittent and obstructed by buildings, trees, and vegetation. However, the addition of proposed building A into this view corridor would obstruct visual access to a significant portion of the ridgeline. Therefore, the Project would substantially degrade the existing quality of the scenic vista.

#### **Viewpoint Number 8 – Lucy Lane at Juanita Drive, looking east**

Views of Mt. Diablo also are available from viewpoint number 8 (see Figure 4.1-9), but project buildings would be nearly completely obstructed by intervening existing vegetation and residential buildings. Even if the project were exposed to the viewer, the buildings would not obstruct views of Mt. Diablo. The Project would not alter views from this vantage point.

#### **Viewpoint Number 9 – Camino Diablo, looking southeast**

The Project would not affect scenic vistas to Mt. Diablo, its associated hills and ridges, or Las Trampas Regional Wilderness ridgeline from Highway 24. As shown in Figure 4.1-10b (viewpoint number 9), the Project is located a substantial distance and in a different direction away from the primary view corridor and the proposed building heights would be below the view corridor to these scenic resources.

Overall, considering the Project's adverse impacts to the view corridor presented in Figure 4.1-2 (viewpoint 1), the Project would substantially degrade the existing quality of the scenic vista and mitigation is required. The following measure would reduce the Project's adverse impact to a less-than-significant level. This measure is achieved through the project redesign presented in the Mitigated Plan Alternative (see Chapter 6).

**Mitigation Measure AES-1: Reduce Height.** To avoid significant obstruction of views of the major Las Trampas Regional Wilderness ridgeline when viewed from the bend in Saranap Avenue at Hull's Mortuary (RDEIR Viewpoint Number 1), the maximum roofline

height of Site A buildings shall be reduced as necessary to substantially eliminate the ridge obstruction. In no case shall the maximum height of the Site A buildings exceed the heights reflected in Figure 6.5-3 (Mitigated Plan Alternative Height Zone Map) in this RDEIR.

**Significance after Mitigation:** Less than Significant.

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**Impact 4.1-2: The Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. (Criterion b) (*Less than Significant, No Mitigation Required*)**

As described in the *Regional Setting*, the project site is located within the proximity of two designated scenic highways, Highway 24 and I-680. While the project site is located approximately 500 feet from Highway 24, and approximately 2,000 feet from I-680, the site is not readily visible from Highway 24 due to intervening development, trees, and a soundwall as shown in figure 4.1-10 (viewpoint 9). The views of the project site from the transition lanes between Highway 24 and I-680 are either completely obstructed or fleeting. There are brief views of the project site from the northbound and southbound I-680 lanes, but these are distant views to the west. Overall, the project would not substantially impact surrounding ridgeline vistas to the south and west or views of Mt. Diablo from Highway 24 or I-680. Therefore, the Project would have a less-than-significant effect with regard to views from state scenic highways.

While there are no other designated scenic resources in the project site or vicinity, a large oak tree on the northeastern portion of Site B is a visually prominent feature in the project vicinity. This tree would be relocated and prominently featured in a new traffic circle to be constructed in the center of Boulevard Way near Flora Avenue, see Figure 4.1-5 (viewpoint number 4). By preserving and relocating this tree to a prominent location in the project site, the tree would serve as a visual focal point to those entering the neighborhood. Therefore, the Project would have no direct impact on scenic resources, including trees, rock outcroppings, and historic buildings (see Section 4.5 of the 2014 Draft EIR), or views of these resources (see Impact 4.1-1), thus resulting in a less-than-significant impact.

**Mitigation:** None required.

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**Impact 4.1-3: The Project could substantially degrade the visual character or quality of the project site or its surroundings. (Criterion c) (*Less than Significant with Mitigation*)**

The conceptual development plan for the Project is presented in Figure 3-3 and the visual simulations are shown in Figures 4.1-2 through 4.1-10. Proposed rooftop heights, including mechanical equipment and other protrusions, are shown in Figure 3-5 (see Chapter 3, *Project Description*). As noted in Figure 3-5, the Project would include limited structures that pop up above the main roofline.

In Site A, preliminary plans would accommodate a mixture of street-level retail shops and multi-family residential over structured parking. The main roofline heights proposed would vary from one story retail along Boulevard Way to five stories of residential uses over one or two podium levels above finished grade (for a total of six to seven stories above street level) (see Figure 3-5).

In Site B, the preliminary plans would accommodate a mixture of street-level retail uses, including a restaurant, and multi-family residential uses over structured parking. The main roofline heights proposed would range from one story retail fronting Boulevard Way to four stories of residential uses over one to two podium levels of parking above street level (six stories above street level).

In Site B1, the Project would include a single mixed-use building, with plans accommodating retail uses and a coffee shop located on the ground floor, parking occupying the second floor, and six two-level townhomes on the third and fourth levels. The main roofline of the single building would be four stories above street level.

In Site C, the plans would accommodate a residential building, the main roofline of which would be three stories above podium level of the parking structure and four stories above street level.

The Project's landscaping would be located around the perimeter of each site and concentrated along Boulevard Way and Saranap Avenue. Preliminary plans show that trees would be planted throughout the entire project site and edge plantings, planters, and groundcover would also line the sites. As shown in Figure 3-3, *Conceptual Development Plan*, the Project would relocate a large oak tree from Site B to the center of Boulevard Way just east of the project site. Other landscaping features would focus on creating attractive pedestrian spaces and transitions to the existing surrounding uses.

Development of the new buildings and village amenities such as parking, lighting, landscaping and new tree plantings, and outdoor spaces, would result in physical changes at the project site. As discussed above, under Section 4.1.3, *Significance Criteria*, viewpoints were photographed and the Project was simulated to depict the proposed building heights and massing realistically at each of the viewpoints and to show a comparison of the view before and after the Project.

Photo-simulations were developed to analyze the visual impact of the Project from surrounding area public street vantage points. The primary purpose of the photo-simulations is to depict general building scale and massing. The Project studied in this EIR reflects a maximum development envelope without specific design details. No architectural detail or color is shown in these simulations. Therefore, the analysis below is based on the scale and massing depicted in the photo-simulations.

#### **Viewpoint Number 1 – Saranap Avenue Near Hull's Funeral Home & Highway 24**

This view is looking south along Saranap Avenue, toward the Sites A, B-1, and C (Figure 4.1-2a and b). This view depicts a proposed building massing and scale at sites A and B1, and white outlines of Site C. The addition of these buildings would represent a substantial change to the scale of development in the area.



**Viewpoint Number 2 – Lucy Lane at Laurel Oak Lane, looking east toward Saranap Avenue**

This view is looking eastward along Lucy Lane, toward Site A (Figure 4.1-3a and b). The Site A building would be partially blocked from view by existing buildings, tall evergreen trees, and vegetation. However, visible portions of the Site A building would result in a substantial change to the view of the project site from Lucy Lane and the visual character from this perspective.

**Viewpoint Number 3 – Boulevard Way at Palana Court**

This view is looking southwest along Boulevard Way from Palana Court, toward the Project (Figure 4.1-4a and b). This would be the initial view of the site when entering the area from the east along Boulevard Way at its high point just west of the existing crosswalk at Palana Court. This view illustrates that the proposed buildings, relocated oak tree planter, and other street improvements would represent a visual change to the area. The addition of the project buildings would block visual access to some of the open sky visible under existing conditions and the building mass would substantially alter the urban visual character of the neighborhood from this vantage point.

**Viewpoint Number 4 – Boulevard Way at Flora Avenue**

This view is looking southwest along Boulevard Way at Flora Avenue, just east of the proposed oak tree relocation planter (Figure 4.1-5a and b). The relocated oak tree in the center of the street and the buildings proposed for Site A would substantially alter the visual character from this vantage point. The background of the tops of trees would be obscured from view by the new project buildings.

**Viewpoint Number 5 – Warren Road at Flora Avenue**

This view is looking northwest at the corner of Warren Road and Flora Avenue (Figure 4.1-6a and b). The proposed buildings on Sites A, B, B-1 and C are shown in white outlines to depict that they would be almost entirely obstructed from this view by intervening vegetation and buildings. This view shows that because of the existing buildings, trees, and other vegetation currently located between this public viewpoint and the project site, there would be no substantial impact to the visual character from this vantage point.

**Viewpoint Number 6 – Warren Road at Island Court**

This view is looking north along Island Court (Figure 4.1-7a and b). The “b” photo outlines the proposed buildings in white, to provide visualization of their location beyond existing intervening buildings, trees, and vegetation, and show that except for portions of the top of the Site B building, the proposed buildings would be entirely obstructed from view. Nonetheless, the introduction of the Site B building would represent a substantial change to the existing residential character as viewed from this vantage point.

**Viewpoint Number 7 – Boulevard Way at Garden Court**

This view is looking to the northeast along Boulevard Way toward Site C (Figure 4.1-8a and b). The proposed Site C, B-1, and A buildings are shown in the “b” photo. Proposed buildings are depicted in the center background of the view. Trees would remain visible in front of and

adjacent to new buildings. The existing character from this vantage point is more urban than views available along Island Court. Regardless, the introduction of the Site C building would represent a substantial visual change to the existing mixed-use neighborhood character.

#### **Viewpoint Number 8 – Lucy Lane at Juanita Drive, looking east**

This view is looking to the east along Lucy Lane toward the entire project site (Figure 4.1-9a and b). The Project building outlines are shown in the “b” photo. The Project’s visibility is reduced due to its lower ground elevation relative to higher surrounding areas and the density of buildings, mature evergreen trees, and vegetation between this vantage point and the project site. Aside from a small portion of the Site A building, the Project would not be visible and thus would not result in a substantial change to visual character from this perspective.

#### **Viewpoint Number 9 – Camino Diablo, looking southeast**

Sites A, B and B-1 are shown in white outline south of Highway 24. A portion of Site A’s massing would be visible from behind existing trees, and the rest of the project would not be visible from this viewpoint. The view shows that given the distance, lower elevation, and intervening existing buildings and vegetation, there would be no substantial visual impacts. Thus the Project would not significantly change the visual character of the neighborhood from this vantage point.

#### **Saranap Area Elevations**

Overall, the Project would introduce buildings and streetscape improvements that would create a visual identity. The proposed buildings would provide a variety of street-level retail and restaurant uses that would be set back sufficiently for pedestrian congregation and the relocated oak tree would create an entry feature marking the Saranap area. However, as depicted in viewpoint numbers 1, 2, 3, 4, 6, and 7, in the absence of specific building color, articulation, step-backs, and other design details, the Project has the potential to result in an adverse change to the existing visual character of the Saranap area.

The Project would include a building extending up to seven stories above street level in an area where existing and surrounding buildings are more typically three stories above street level. As noted above, the Project studied in the EIR includes only a conceptual maximum envelope of development. Accordingly, aesthetically appropriate design details, such as building color, step-backs, and articulation, cannot be ensured. Because of the substantial change in building height relative to surrounding buildings, the Project would have the effect of degrading the visual character of the neighborhood if it were constructed absent aesthetically-appropriate design details. Implementation of final design details; such as step-backs, articulation, and façade variety would ensure that the project buildings are designed in a manner that would not result in a significant degradation to the existing visual character. As such, implementation of **Mitigation Measures AES-3a through AES-3c** is required to ensure that the Project would not result in a significant adverse impact to the visual character of the project site and immediate surrounding area. Implementation of **Mitigation Measure AES-1, Reduce Height**, would further reduce the Project’s effects on visual character of the Saranap area.

**Mitigation Measure AES-3a: Variety of Styles.** To avoid monotony of style and to be compatible with the eclectic nature of the surrounding development, the project applicant shall employ differing architectural styles which shall include, at a minimum, at least three the following styles:

- Contemporary
- Cottage Townhome
- Craftsman
- European Village
- Contemporary Saltbox
- Contemporary Lodge

**Mitigation Measure AES-3b: Design Features.** To soften or break up building masses, the project applicant shall include the following design elements:

- The same level of architectural detail shall be extended to all building exteriors, and no large blank walls on any side of any building shall be visible from any public street or off-site location.
- The exterior vertical surfaces of all buildings shall be broken up and a monolithic appearance shall be avoided. The arrangement and size of design elements shall be varied. Buildings shall include variations in color, building components, materials, and window placement.
- This requirement may be accomplished with design elements such as projections, recesses, modulation, and corner treatments. Other treatments that would satisfy this condition include, but are not limited to, columns, awnings, canopies, recessed entrance areas, special entrance treatments, decks, railings, louvers, vents, wall panels, curtain walls, and slope glazed systems and variety in the building components.
- For ground-level retail under residential uses, the project applicant shall use a distinctive parapet, horizontal band, or other design element to distinguish the retail from the upper residential floors. The project applicant shall ensure that design elements are incorporated into the ground level retail uses to create a sense of openness from the sidewalk into the retail space, using such items as visually penetrable storefront windows, roll-up window walls, nano-walls, or other types of window walls.
- Along the northern side of Boulevard Way, a clearly defined base and roof edge shall be included to provide a distinct base, middle, and top of the façade.

**Mitigation Measure AES-3c: Color Palette.** The project applicant shall ensure that primary color palettes and materials for the project buildings are appropriate to the architectural styles chosen pursuant to Mitigation Measure AES-3a.

**Significance after Mitigation:** Less than Significant.

**Impact 4.1-4: The Project could create a substantial new source of light or glare that would adversely affect day or nighttime views of the area. (Criterion d) (*Less than Significant, No Mitigation Required*)**

The project site is located in a developed area with roads and urban land uses including single-family residential, multi-family residential, commercial, and office uses. Nearby sources of light and glare include day and nighttime lighting from these uses as well as roadway lighting and vehicular traffic on neighborhood streets and Highway 24 and I-680, north and east of the project site respectively.

In general, Project construction would be conducted during daytime hours and would not require any additional light sources. The Project would develop a currently-developed site and would incrementally increase the amount of light generated on the project site and in the vicinity. “Spill light” (light that falls on off-site receptors, causing additional unwanted illumination) could be produced from interior and exterior residential lighting, streets lights and headlights of vehicles traveling to and from the site. Additional light and glare could slightly change nighttime views from on- and off-site vantage points although the amount of additional light and glare generated by the Project would be typical of similar mixed-use developments.

In summary, while the Project would generate an incremental increase in light in the area compared to existing conditions, the project would not create a substantial new source of light and glare that would adversely affect day or nighttime views in the area.

**Mitigation:** None required.

## 4.18 Analysis of Boulevard Way Reclassification and General Plan Text Amendment

### 4.18.1 Introduction

The authorization by the Contra Costa County Board of Supervisors in 2013 to process the General Plan Amendment application for Saranap Village included a possible change to the County Roadway Network Plan. County staff has determined that the roadway classification for Boulevard Way should be changed from “arterial” to “collector” and that a minor amendment to the text of the General Plan Transportation and Circulation Element is warranted.

In describing arterials, the General Plan states, “Arterials move traffic to and from freeways, expressways or collectors and are part of an integrated system of major through roadways. Their traffic function is of countywide or intercity importance for motorists and bicyclists alike, rather than serving primarily local area traffic.” Arterials mainly function to move traffic, but they also serve a secondary land service function. By contrast, collector roadways are used for internal traffic movement within a community, carrying both automobile and non-motorized traffic to arterials and between neighborhoods (see Contra Costa General Plan Transportation and Circulation Element).

In the past Boulevard Way was envisioned as an important arterial roadway. On April 8, 1969, the Contra Costa County Board of Supervisors adopted Precise Alignment PA 3851-69 for the 0.6-mile section of Boulevard Way from Saranap Avenue to Olympic Boulevard, based on a four-lane arterial road standard consistent with the four-lane section running from Saranap Avenue to Mt. Diablo Boulevard. The precise alignment set the ultimate width and location of the right-of-way. Future development would be required to maintain setbacks from the new, wider right-of-way boundary so as not to obstruct construction of the ultimate four-lane roadway later on. However, traffic volumes that were anticipated in the 1960s never materialized, primarily due to construction of State Route 24, and the 2005-2020 General Plan Roadway Network Map shows Boulevard Way as a two-lane arterial for its entire length. On May 18, 2010, the Board of Supervisors rescinded the 1969 precise alignment, thereby acknowledging that a four-lane roadway was unnecessary and would not be constructed.

The Saranap Village Project proposes altering a segment of Boulevard Way approximately 960 feet long. The most significant changes would occur along the existing four-lane section and include narrowing the roadway to two lanes, constructing a roundabout and a median, and installing on-street parking. While narrowing the roadway is consistent with the two-lane arterial classification on the Roadway Network Plan and the intent of the precise alignment rescission, the other changes are inconsistent with the General Plan’s description of an arterial roadway.

The addition of on-street parking is also inconsistent with General Plan Implementation Measure 5-w, which reads as follows:

Develop a parking program to maximize traffic flow on new and existing arterials and collectors by reducing or eliminating on-street parking, providing off-street parking or parking bays to accommodate on-street parking, or enhancing transit or ridesharing services.

While this language is consistent with the General Plan's description of arterials, whose primary function is to efficiently move traffic, the measure is not entirely appropriate given the purpose of collectors.

The General Plan describes collectors as "low speed roadways" used for internal traffic movement within a community. Collectors are often important segments of regional bicycle networks and provide local networks for Low Speed Vehicles as defined by the California Vehicle Code. Therefore, it may not be desirable to maximize traffic flows on collectors in every instance. Thus, while not solely related to the Project, County staff is using the opportunity of this RDEIR to assess a minor amendment to the text of Implementation Measure 5-w.

Accordingly, the Project description is changed to include reclassifying Boulevard Way from "arterial" to "collector" and a minor amendment to the text of Implementation Measure 5-w in the General Plan Transportation and Circulation Element. The change in roadway classification would apply to all of Boulevard Way, from Olympic Boulevard to Mt. Diablo Boulevard. The offsite areas covered in this RDEIR are accordingly expanded beyond what is depicted in Figure 3-2 (see Chapter 3, *Project Description*) to include all of Boulevard Way. The amendment to Implementation Measure 5-w is a policy-level change that would apply countywide.

This Section addresses any significant environmental impacts of these changes. The analysis is applicable to the Project and all alternatives.

## 4.18.2 Discussion of Impacts Related to Amending General Plan Implementation Measure 5-w

Implementation Measure 5-w reflects the County's intent to maximize traffic flows on arterials and collectors by removing on-street parking. However, this is contrary to the purpose of collectors in some instances. Thus, the County proposes to amend Implementation Measure 5-w as follows, by adding the underlined text:

Develop a parking program to maximize traffic flow on new and existing arterials, and collectors where appropriate, by reducing or eliminating on-street parking, providing off-street parking or parking bays to accommodate on-street parking, or enhancing transit or ridesharing services.

The effect of the amendment is to qualify the measure, thereby providing flexibility in instances where optimized traffic flow might be inconsistent with the character or use of a particular collector. For example, where a collector is a segment of the regional bicycle network, then retaining the traffic calming effect of on-street parking may be appropriate in order to slow traffic and provide a safer environment for bicyclists.

The proposed amendment to the text of the General Plan would not result in environmental impacts. The amended language facilitates implementation of "Complete Streets," but does not require any roadway modifications. The amendment provides the County with additional flexibility, from a policy standpoint, to design and operate collectors in a way that serves a wider range of users. As

physical modifications to public roadways qualify as “projects” under CEQA, proposals to change arterials or collectors in order to implement Measure 5-w would undergo their own environmental review. Potentially significant impacts would be addressed on a project-by-project basis.

### **4.18.3 Discussion of Impacts Related to Changing the Roadway Classification for Boulevard Way**

The County proposes downgrading the Boulevard Way roadway classification from arterial to collector. Reclassification would not result in an impact on the environment, as neither physical (e.g., restriping or reconfiguring) nor regulatory (e.g., speed limit change) modifications to the right-of-way would be necessitated. As collectors tend to carry less traffic and at slower speeds than arterials, the traffic carried on collectors tends to result in fewer or less intense impacts than traffic carried on arterials. Changing the classification reflects the current and potential future use of Boulevard Way. While the reclassification has a relationship to the Project insofar as the Project is inconsistent with the current classification, it is a stand-alone action that could occur whether or not the Project was implemented.

#### **Aesthetics**

Reclassifying Boulevard Way from arterial to collector would not result in changes to the right-of-way’s appearance or function. Therefore, reclassification would not cause a substantial adverse effect on a scenic vista, damage scenic resources, or degrade visual character or quality of the project site, or its surroundings. There would be no impact related to aesthetics.

#### **Agricultural and Forestry Resources**

No properties along Boulevard Way contain agricultural or forest resources. Therefore, the reclassification would have no impact on agricultural or forest resources.

#### **Air Quality**

Traffic and certain types of land uses, particularly industrial uses, are the main causes of air pollution. Reclassifying Boulevard Way from arterial to collector would not alter traffic volumes in the area or cause changes to land uses. Therefore, reclassification would not conflict with implementation of the applicable air quality plan, create objectionable odors, result in increased emissions, or expose sensitive receptors to emissions of Toxic Air Contaminants. There would be no impact related to air quality.

#### **Biology**

Reclassifying Boulevard Way from arterial to collector would not result in changes to the physical environment along the right-of-way. The reclassification would not necessitate removal, alteration, or disturbance of biological resources. Therefore, the reclassification would not: cause a substantial adverse effect on any species classified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the CDFW and USFWS; conflict with any local plans or ordinances protecting biological resources; have a substantial adverse effect on any riparian

habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW and USFWS; have a substantial adverse effect on wetlands, interfere with any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede native wildlife nursery sites; or conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. There would be no impact related to biological resources.

## **Cultural Resources**

No properties along Boulevard Way are known to contain significant cultural resources. The proposed reclassification would not necessitate physical changes to the right-of-way that could potentially disturb previously unknown resources. Therefore, reclassification would not: cause a change in the significance of a historical resource; cause a change in the significance of an archaeological resource; directly or indirectly destroy a unique paleontological resource or site or unique geographical feature; or disturb human remains. There would be no impact related to cultural resources.

## **Geology and Soils**

Reclassifying Boulevard Way from arterial to collector would neither necessitate physical changes to, nor alter land uses along, the right-of-way. Therefore, the reclassification would not: expose people or structures to potential substantial adverse effects from rupture of an earthquake fault, seismic-related ground failure, or landslides; affect septic tanks or alternative wastewater systems; cause or result in on- or off-site lateral spreading, subsidence, liquefaction or collapse; result in soil erosion or loss of topsoil; or create additional risks to life and property through development on expansive soils. There would be no impact related to geology and soils.

## **Greenhouse Gas Emissions**

Reclassifying Boulevard Way from arterial to collector would not change land uses along the right-of-way, result in new vehicle trips, or change traffic conditions in the vicinity. Therefore, the reclassification would not result in emissions of greenhouse gases that could contribute to global climate change, or conflict with applicable plans, policies or regulations pertaining to greenhouse gases. There would be no impact related to greenhouse gas emissions.

## **Hazards and Hazardous Materials**

Reclassifying Boulevard Way from arterial to collector would neither necessitate physical alterations to the right-of-way nor introduce land uses that use hazardous materials to the area. Therefore, the reclassification would not: cause emissions of hazardous materials/substances; impair implementation of an adopted emergency response plan; create a significant hazard to the public or environment; expose people or structures to significant risk of loss, injury or death involving wildland fires; or affect a public airport or private airstrip. While one or more sites along Boulevard Way could be listed as a hazardous materials site, reclassifying the right-of-way would not cause a disturbance or release of hazardous materials at any such site. There would be no impact related to hazards and hazardous materials.



## Hydrology and Water Quality

Reclassifying Boulevard Way from arterial to collector would not necessitate physical alterations to the right-of-way or alter land uses. Therefore, reclassification would not: degrade water quality; place housing within a 100-year flood hazard area; expose people or structures to significant loss, injury or death involving flooding; result in or cause inundation by seiche, tsunami, or mudflow; increase polluted runoff; increase impervious surfaces; alter the drainage pattern such that it would result in erosion, siltation or flooding on- or off- site; or create or contribute runoff that would exceed the capacity of the existing or planned stormwater drainage systems. There would be no impact related to hydrology and water quality.

## Land Use and Planning

Reclassifying Boulevard Way from arterial to collector would not impact land use or planning. As explained in Section 4.18.1 above, in 2010 the County rescinded the precise alignment for Boulevard Way, thereby acknowledging it would not be constructed as the four-lane arterial once envisioned. The collector classification reflects the current and proposed use of Boulevard Way. Specifically, along approximately 60 percent of its 1.1-mile length, Boulevard Way is a two-lane residential street with a 25 mile per hour speed limit. The remaining 40 percent is a four-lane commercial and residential street, but with a 30 mile-per-hour speed limit and on-street parking. According to the County Public Works Department, traffic volumes along Boulevard Way are consistent with a collector, not an arterial. Also, the portion of Boulevard Way between Kinney Drive and Mt. Diablo Boulevard is a Class III Bike Route. With exception of the partial four-lane configuration, Boulevard Way is constructed and operates as a collector. The Project proposes to reconfigure approximately 600 feet of the four-lane portion by reducing it to two lanes and adding on-street parking, thus leaving only 27 percent of Boulevard Way as four lanes. Reclassifying the roadway to reflect its current and potential condition would not conflict with an adopted habitat conservation plan or natural community conservation plan, divide an established community, or conflict with regional or local plans and policies. There would be no impact related to land use and planning.

## Mineral Resources

No properties along Boulevard Way are known to contain mineral resources and reclassification necessitates no physical changes to the right-of-way that could impact previously unknown resources. Therefore, the proposed reclassification would have no impact on mineral resources.

## Noise

Reclassifying Boulevard Way from arterial to collector would neither physically alter the right-of-way, nor cause changes to land uses along the right-of-way, nor result in new vehicle trips or changes to traffic conditions. As explained in Sections 4.18.1 and *Land Use and Planning* above, except for its four-lane portion, Boulevard Way already is constructed and operates as a collector. As reclassification would not alter the generators of noise (i.e., land uses and traffic), it would not result in: exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance; exposure of persons to or generation of, excessive ground born vibration or ground borne noise levels; a significant permanent increase in ambient

noise levels at existing adjacent properties; substantial temporary or periodic increase in ambient noise levels in the vicinity. There would be no impact related to noise.

## **Population and Housing**

Reclassifying Boulevard Way from arterial to collector would neither physically alter, nor cause changes to land uses along, the right-of-way. Therefore, reclassification would not result in temporary or permanent population growth, or displace existing housing units and residents. There would be no impact related to population and housing.

## **Public Services**

Demands on public services are linked to population and land use. Reclassifying Boulevard Way from arterial to collector would neither physically alter, nor cause changes to land uses along the right-of-way. Reclassifying Boulevard Way would not increase the population. Therefore, reclassification would not result in physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities. There would be no impact related to public services.

## **Recreation**

Use of recreational facilities is linked to population. Reclassifying Boulevard Way from arterial to collector would not cause changes to land uses along the right-of-way. Therefore, reclassification would not increase use of existing neighborhood or regional parks or recreational facilities, or increase the need for additional recreational facilities. There would be no impact related to recreation.

## **Transportation and Traffic**

Reclassifying Boulevard Way from arterial to collector would not necessitate physical changes to the right-of-way or result in new vehicle trips or changes in traffic conditions. As explained in Sections 4.18.1 and *Land Use and Planning* above, the County has abandoned its previous plan to construct Boulevard Way as a four-lane arterial and except for its four-lane portion, Boulevard Way is constructed and operates as a collector. Changing the classification to match actual conditions would not result in a conflict with any congestion management program or any applicable plan, ordinance, or policy related to transportation, transit, traffic, bicycle, or pedestrian facilities. The reclassification would not affect air traffic patterns or emergency access, or result in hazardous design features. Finally, reclassification would not result in any change to Level of Service conditions. There would be no impact related to transportation and traffic.

## **Utilities and Service Systems**

Demands on utilities and service systems are linked to population and land use. Reclassifying Boulevard Way from arterial to collector would neither physically alter, nor cause changes to land uses along, the right-of-way. Reclassifying Boulevard Way would not increase the population. Therefore, reclassification would not: cause an exceedance of wastewater treatment requirements of the RWQCB; generate increased demand for water or wastewater treatment;

require or result in the construction of new stormwater drainage facilities or expansion of existing facilities; generate increased demand for water supply; cause an exceedance of landfill capacity; or conflict with federal, state, and local statutes and regulations related to solid waste. There would be no impact related to utilities and service systems.

# CHAPTER 5

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## Other CEQA Considerations

Sections 5.1 through 5.5 of this chapter of the Draft Environmental Impact Report published in September 2014 (2014 Draft EIR) remain valid and applicable to the Project with the exception of revising subsection 5.4.3, *Area of Potential Cumulative Impacts, Aesthetics* which is replaced by the following.

### 5.4.3 Areas of Potential Cumulative Impacts

#### **Aesthetics**

The cumulative setting for aesthetics includes any proposed development allowed by the Contra Costa County General Plan within the same viewshed as the Project including areas with views of and through the project site and all areas in the Saranap area. Most of the Saranap area is developed with single-family and multi-family residences, and commercial uses.

As discussed in Section 4.1, *Aesthetics*, implementation of the Project, as mitigated, would not result in significant impacts to scenic vistas, scenic resources within a scenic highway, or to the existing visual character or quality of the site and surroundings.

The General Plan EIR identifies three cumulative impacts related to the loss of scenic quality:

- development of vacant areas would reduce natural open space and would change the County character;
- new development that is obtrusive, inconsistent with surrounding development or which is placed on a location of unique scenic value; and
- development of hillsides, ridges, and the Bay and Delta shoreline.

The Project would not have a considerable contribution to these cumulative effects, as discussed below.

The project site is mostly developed and would be redeveloped as a mixed-use project with residential and commercial uses. As such, the Project would not contribute to the loss of scenic quality through the development of a vacant area and would not develop vacant areas that would reduce natural open space. Nor would the Project develop a hillside, ridge, or area containing shoreline of the Bay or Delta.

With regard to obtrusive development that is inconsistent with surrounding development, as discussed Section 4.1, *Aesthetics*, the Saranap area in which the project site is located is a mixed-character suburban neighborhood. Buildings in the vicinity range from one to three stories in height and include a variety of architectural styles reflecting local building trends of the past several decades. The unmitigated Project would construct new buildings that would represent a change to the visual environment and substantially obstruct views to Las Trampas Ridge. However, with implementation of Mitigation Measures AES-1, AES-3a, AES-3b, and AES-3c, the Project impacts would be reduced to less than significant. The mitigated Project would not adversely affect a scenic vista or degrade the existing visual character or quality of the site and its surroundings. The project site is not considered to have unique scenic value. Overall, the mitigated Project would be compatible with existing commercial and multi-family buildings on and around the project site, the Saranap area, and the larger Walnut Creek/Lafayette area. The proposed amenities, inviting street frontages and landscaping, and improved pedestrian environment would be visual enhancements to the neighborhood.

Overall, the mitigated Project's less-than-significant individual impacts would not be cumulatively considerable. The area around the project site is essentially built-out and there are no other current or foreseeable projects that could combine with the Project to create a cumulative aesthetic impact.

# CHAPTER 6

## Analysis of Alternatives

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Sections 6.1 through 6.4 of this chapter of the Draft Environmental Impact Report published in September 2014 (2014 Draft EIR) remain valid and applicable to the Project. This chapter of the Recirculated Draft Environmental Impact Report (RDEIR) supplements Chapter 6 by adding Section 6.5, *Mitigated Plan Alternative*, and revising **Table 6-12, Summary Comparison of Impacts: Saranap Village Project and Alternatives**. In the revised Table 6-12, newly added text is shown in double underline format, and deleted text is shown in ~~strikeout~~ format.

### 6.5 Mitigated Plan Alternative and Analysis

This Section of the RDEIR provides a detailed description of the Saranap Village Mitigated Plan Alternative (MPA) proposed by Hall Equities Group (HEG), the project applicant, to reduce impacts. Specifically, the MPA is designed to implement and achieve **Mitigation Measure AES-1: Reduce Height**. Similar to the Project, the MPA is a planned unit district (PUD). However, the MPA would involve a maximum potential development of up to approximately 22,260 square feet of commercial uses and up to 196 multi-family housing units. These numbers represent substantially less development than is proposed for the Project, which includes 235 units and 43,541 square feet of non-residential uses. The elimination of 39 units reduces the total residential square footage from 317,500 square feet in the Project to 242,890 in the MPA—a reduction of approximately 24 percent of the square footage.

#### 6.5.1 Project and MPA Comparison Overview

Compared with the Project, the MPA's building footprints on Sites A and B/B1 would be pulled back further in some places from Boulevard Way and Saranap Avenue. Site C would remain generally as proposed for the Project. Required parking would be provided within the project site and would meet standard County Code requirements. Compared with the Project, there would be less subterranean excavation and more vehicles would be accommodated above-ground. Like the Project, the MPA would include a landscaped roundabout at the intersection of Boulevard Way and Saranap Avenue, which would function as both a central defining design characteristic and a traffic calming element. As is the case with the Project, there would be angled, head-in street parking along both sides of Boulevard Way. The MPA also would include angled parking on the east side of Saranap Avenue. The large oak tree on Site B would remain in place and be incorporated into the MPA design. Instead of the Project's traffic circle near Flora Avenue, the MPA would include a median in Boulevard Way at its intersection with Flora Avenue (see Figure 6.5-1). The limits of construction for the MPA are extended eastward to accommodate the median, with the additional impacted area comprising approximately 7,440 square feet. The MPA would include the same

traffic calming components as the Project, including roadway improvements, utilities, streetscape improvements, crosswalks, street lighting, sidewalks, and landscaping.

As noted in Chapter 3, *Project Description*, the Project and MPA studied in this EIR comprise a maximum envelope of development. Ultimate detailed development plans would not exceed the maximum envelope of development studied in this EIR. **Table 6.5-1, Comparison of Project and Mitigated Plan Alternative**, presents a summary of the maximum development scenario anticipated under the Project compared with the MPA. The actual square footage that would be constructed may be less than the build-out scenario depicted in Table 6.5-1. For the purposes of a conservative environmental review, the maximum development scenario, for both the Project and the MPA, forms the basis of the EIR analysis.

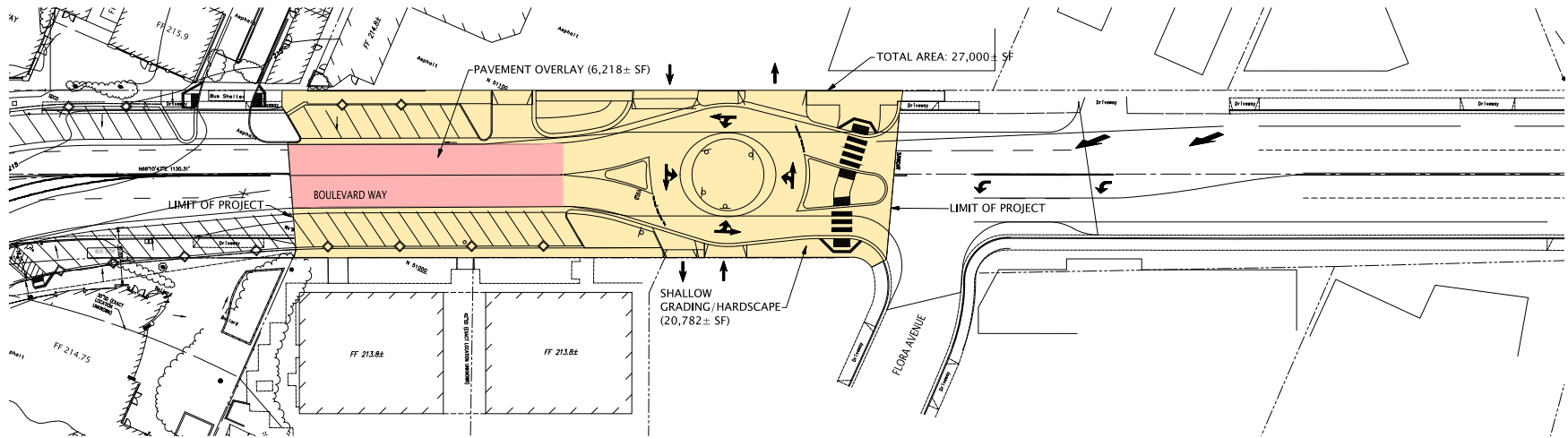
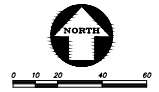
**TABLE 6.5-1  
COMPARISON OF PROJECT AND MITIGATED PLAN ALTERNATIVE**

Use	Project	Mitigated Plan Alternative	Reduction
Mass of all structures, including parking	591,659	461,351	130,308 (22%)
Mass of all residential and non-residential buildings	361,041	264,849	96,192 (27%)
Mass of all parking structures	230,618	196,502	34,116 (15%)
Gross leasable area of commercial uses	43,541	22,261	21,280 (49%)
Mass of residential uses	317,500	242,891	74,609 (24%)
Number of Residential Units	235	196	34 (14%)
Maximum Height as measured from the High Point Site A	75.13 feet	62.21 feet	12.92 (17%)
Maximum Height as measured from the High Point Site B	64.45 feet	55.28 feet	9.17 (14%)
Maximum Height as measured from the High Point Site B1	46.88 feet	46.98 feet	-0.10
Maximum Height as measured from the High Point Site C	51.53 feet	51.53 feet	No Change

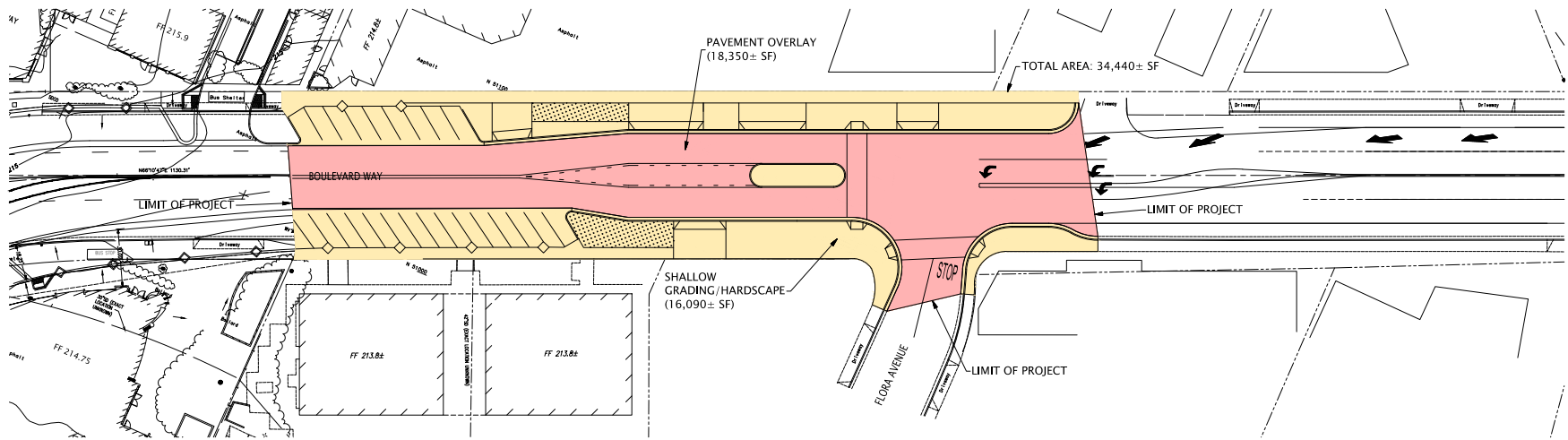
SOURCE: Hall Equities Group, 2015.

The Maximum Development Scenarios for the Project and the MPA also are reflected in the Maximum Height Zone Maps in **Figures 6.5-2 and 6.5-3** as measured both from the low and high points for each Site.<sup>1</sup> These maps reflect approximate building footprints, and the upper limits of proposed development, which are described in a manner that allows some flexibility for the precise location of roof peaks and design elements to be changed as the design is further refined. **Figure 6.5-4** also is presented to provide a comparison of the Maximum Development Scenarios from a bird's eye perspective.

<sup>1</sup> For the purposes of comparison, the Project's Maximum Height Zone Map that is presented here differs from Figure 3-5 in the 2014 Draft EIR where heights were measured from finished grade at the ground floor.

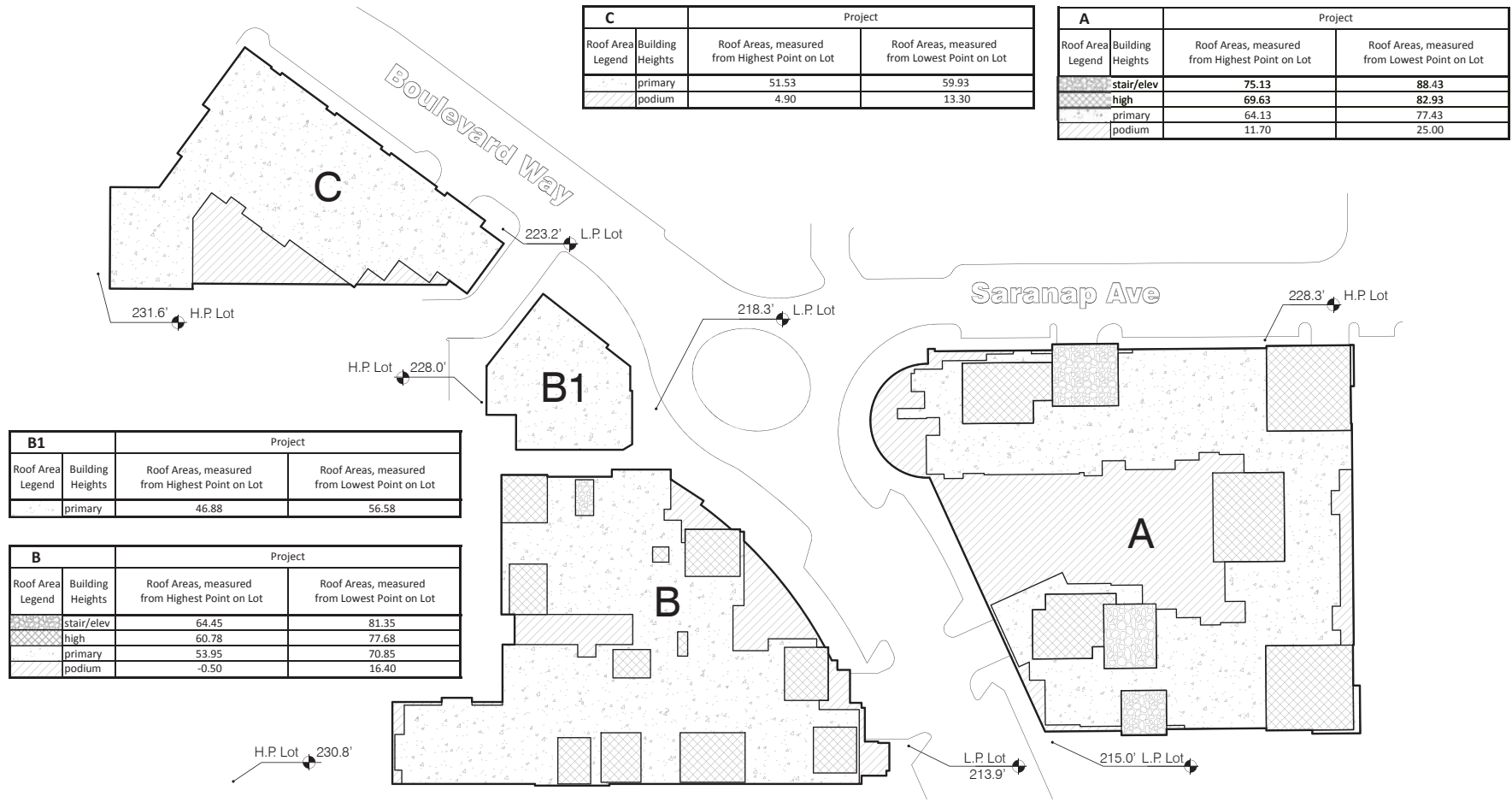


**BOULEVARD WAY MIDBLOCK ROUNDABOUT DESIGN (2014)**



**BOULEVARD WAY MEDIAN DESIGN (2016)**

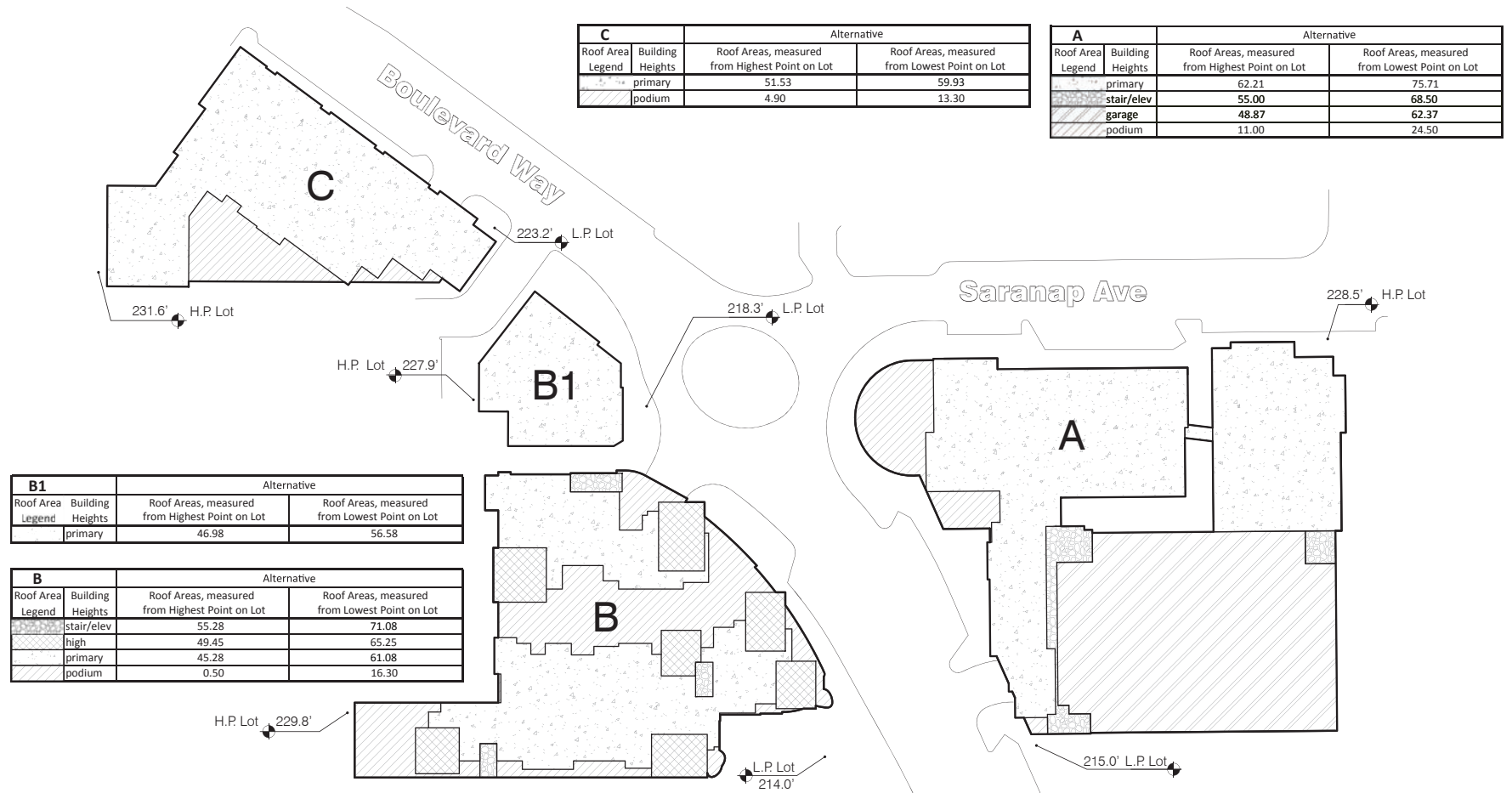




Maximum heights for each marked area shall not exceed the heights set forth in this map. Locations of marked areas shown above are approximate. High points and Low Points of each lot reflect proposed (finish) elevations.

NOTES: The maximum heights for each building in this map reflect the preliminary designs submitted to the County, plus one-half foot of additional height to allow for the construction plan margin of error that is generally needed when utilizing preliminary (schematic) designs. Construction level plans would be submitted and reviewed post County Approvals, as applicable.

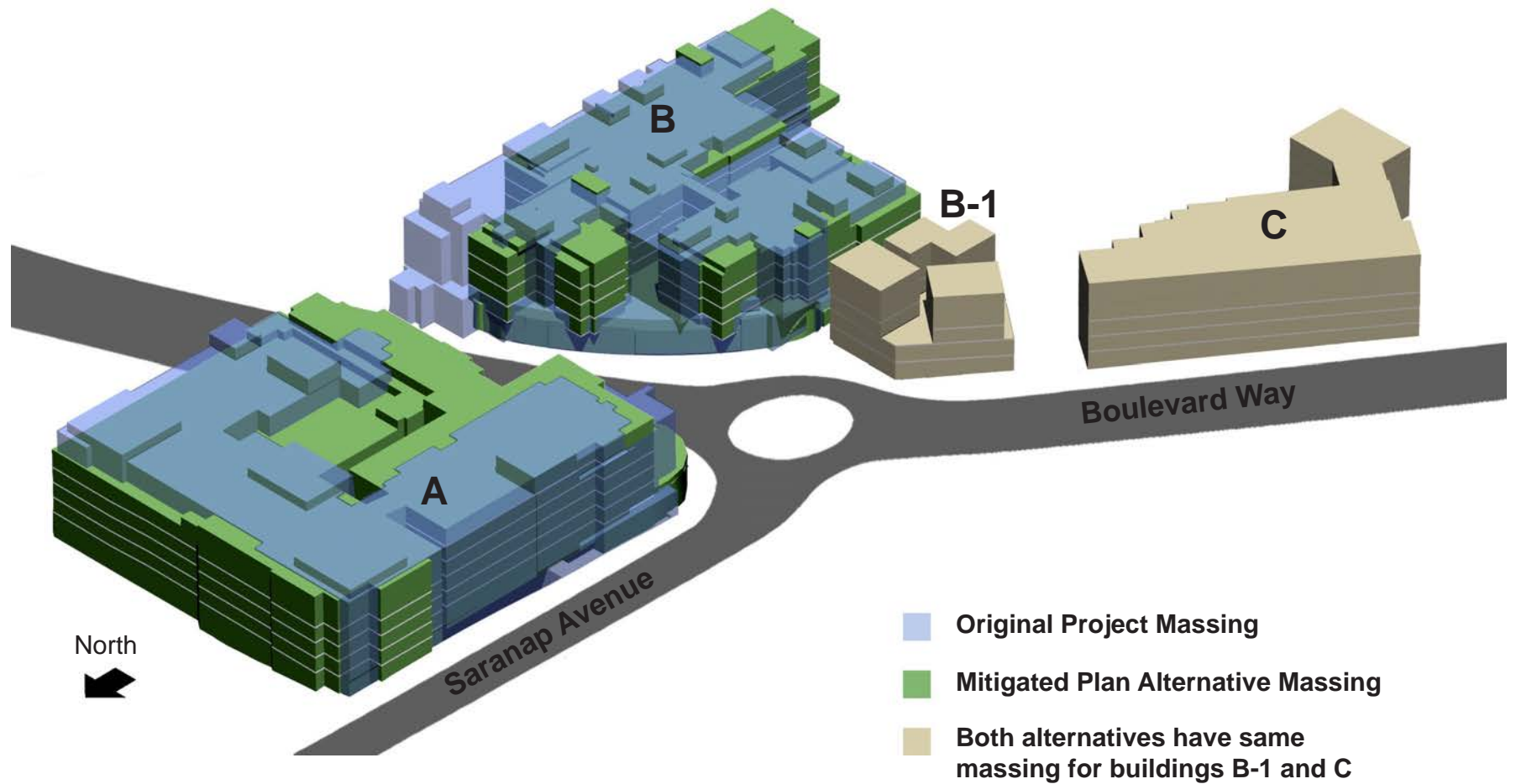




Maximum heights for each marked area shall not exceed the heights set forth in this map. Locations of marked areas shown above are approximate. High points and Low Points of each lot reflect proposed (finish) elevations.

NOTES: The maximum heights for each building in this map reflect the preliminary designs submitted to the County, plus one-half foot of additional height to allow for the construction plan margin of error that is generally needed when utilizing preliminary (schematic) designs. Construction level plans would be submitted and reviewed post County Approvals, as applicable.





SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Draft Figure 6.5-4**  
Project and Mitigated Plan Alternative Comparison:  
Bird's Eye Perspective

The MPA represents a height reduction compared with the Project. The MPA would include buildings that vary between three-and-one-half stories and five stories, with some six-story elements as noted below. Site A would include five-story buildings for the majority of the building footprint and a small portion of the footprint (southwest portion of the site) would include a six-story element due to grade changes between Boulevard Way and Saranap Avenue. The bottom story at this location would be situated partially underground. Site A also would have a sixth-story garage level that would be open to the sky and located behind residential units facing Boulevard Way. The Project would include a seven-story design on Site A. As such, the MPA represents a reduction of two stories for most of the site and one story at the street corner and garage. Site B buildings would be five stories above the street level which represents a one-story reduction compared with the Project. Sites B1 and C would not reduce building heights when compared with the Project.

## 6.5.2 Mitigated Plan Alternative Characteristics

### Proposed New Construction

As with the Project, the MPA would include a General Plan Amendment to reclassify the entire project site to a Mixed Use land use designation. This land use designation would allow an increase in residential units and decrease in commercial square footage as compared with the current designations. The MPA is proposed as a planned unit district (PUD) with comprehensive and integrated development plans for the site as a whole. As is the case with the Project, the MPA requires a variance to allow a mixed-use planned development on a site less than 15 acres, a major subdivision, and rezoning to a new planned district.

The uses proposed for the MPA are set forth in **Table 6.5-2**. These uses constitute the maximum development anticipated under the MPA. While the square footages that would ultimately be constructed may vary slightly from what is reflected in this overview, the MPA is proposed to contain the following uses, in the general locations indicated.

**TABLE 6.5-2  
MITIGATED PLAN ALTERNATIVE MAXIMUM DEVELOPMENT**

Use	Total Square Feet of Gross Leasable Area	Square Feet of Gross Leasable Area Per Site
Shopping Areas	7,677	1,750 Site A 2,475 Site B 3,452 Site B1
Neighborhood Grocery	7,636	Site A
Restaurant	4,813	Site B
Coffee Shop	2,135	Site B1
<b>Total Non-Residential</b>	<b>22,261</b>	
Total Residential Units	196	11 Site A 55 Site B 6 Site B1 24 Site C

SOURCE: Hall Equities Group, 2015.

The finished grades proposed for the MPA are slightly different from those for the Project, as shown in the following table:

**TABLE 6.5-3<sup>a</sup>**  
**EXISTING AND PROPOSED ELEVATIONS**  
**ABOVE MSL ON PRIVATELY-OWNED LOTS**

	Existing High Point	Existing Low Point	Proposed Project Finished Grade High Point	Proposed Project Finished Grade Low Point	Mitigated Plan Finished Grade High Point	Mitigated Plan Finished Grade Low Point
Lot A	228.6	214.3	228.3	215.0	228.5	215
Lot B	231.2	212.7	230.8	213.9	229.8	214
Lot B1	227.5	217.4	228.0	218.3	227.9	218.3
Lot C	231.4	222.3	231.6	223.2	231.6	223.2

<sup>a</sup> See Figures 6.5-2 and 6.5-3 Maximum Height Zone Maps, prepared by MBH and Kier & Wright

The maximum height of the MPA can be compared to the maximum height of the Project using the data from the Maximum Height Zone Maps, as follows:

**TABLE 6.5-4<sup>a</sup>**  
**MAXIMUM HEIGHTS MEASURES FROM THE PROPOSED FINISHED GRADE**  
**ORDERED FROM HIGHEST TO LOWEST MAXIMUM HEIGHTS FOR EACH BUILDING**

Project			Mitigated Plan alternative		
Building Area	Measured from High Point	Measured from Low Point	Building Area	Measured from High Point	Measured from Low Point
A stair/elevator	75.13	88.43	A primary	62.21	75.71
A high	69.63	82.93	A stair/elevator	55.00	68.50
A primary	64.13	77.43	A garage	48.87	62.37
A podium	11.70	25.00	A podium	11.00	24.50
B stair/elevator	64.45	81.35	B stair/elevator	55.28	71.08
B high	60.78	77.68	B high	49.45	65.25
B primary	53.95	70.85	B primary	45.28	61.08
B podium	-0.50	16.40	B podium	0.50	16.30
B1 primary	46.88	56.58	B1 primary	46.98	56.58
C primary	51.53	59.93	C primary	51.53	59.93
C podium	4.90	13.30	C podium	4.90	13.30

<sup>a</sup> See Figures 6.5-2 and 6.5-3 Maximum Height Zone Maps, prepared by MBH and Kier & Wright

## Site A

Site A would be developed into a mixture of street-level retail shops and multi-family residential units. There would be an approximately 7,636 square-foot neighborhood grocer near the intersection of Saranap Avenue and Boulevard Way, and 1,750 square feet of shopping area located along Boulevard Way. These retail uses would be located in a one- to one-and-one-half-story portion of the building. Residential development on Site A would consist of 111 multi-family units, with a preliminary mix of 63 studios, 28 one-bedroom units, and 20 two-bedroom units. Supporting uses would include ancillary spaces including lobbies, fitness room for tenants, management office, garbage/recycle areas, receiving areas, and utility rooms.

The building heights on Site A would extend from one to one-and-one-half stories along Boulevard Way to six stories (62.21 feet) above the highest existing point of the lot. The exact shape and configuration of the roof has not been designed, but conceptual designs include pitched roofs above the residential areas and some of the commercial areas. The Site A lot slopes downward from the highest point near the northwest corner, to the lowest point at southeast corner. For this reason, the double height, partially submerged ground floor grocery along Boulevard Way makes the structure appear to be five-and-one-half to six stories high along the west end of the Boulevard Way frontage.

The building would be configured to step back from Boulevard Way and largely conform to the topography of the site (see Figure 3-2 in Chapter 3, *Project Description*, for reference). On the first floor as viewed from Boulevard Way, a partial level would be developed. The proposed neighborhood grocery store would be located at the southwest corner, with additional retail space extending east along Boulevard Way. The bottom level of parking would be in the northeastern corner, extending back into the upward-sloping lot. On this partial level, there would be no development in the northwestern portion of the site along the northern half of the Saranap Avenue frontage. The lot slopes upward at that location, and that portion of ground would be left unexcavated.

In the second through sixth floors as viewed from Boulevard Way (the northern portion of which would be the first through fifth floors as viewed from Saranap Avenue), there would be a pool located above the grocery space. A fitness room would be located on the second floor behind the grocery. Four floors of multi-family units would be located above the grocery, stepped back from Boulevard Way, behind the pool. Four floors of multi-family units would also be located above the retail space east of the grocery, with the multi-story garage located behind (the garage would stack independent from the retail and residential spaces). In the area that was left unexcavated for the first floor (along the northern half of the Saranap Avenue frontage), multi-family units would be constructed at what would be the ground level for that area.

## Site A Comparison

**Table 6.5-5** provides a comparison of the Project with the MPA for Site A.

**TABLE 6.5-5  
SITE A COMPARISON**

Site A	Project Gross Square Feet		Reduction
	Project	Mitigated Plan Alternative	
Residential and Commercial Uses	196,222	114,426	81,796 (42 %)

SOURCE: Hall Equities Group, 2015.

Compared with the Project, the MPA Site A building would be set back between 1 and 15 feet further from Saranap Avenue, and approximately 25 feet further from Boulevard Way at the new proposed plaza feature, which was not included in the original Project. The upper levels of residential uses above the grocery retail areas would be set back approximately 30 feet further from Boulevard Way than the residential façade proposed for the Project. As noted above, the building maximum heights on Site A would be 62.21 feet above the highest existing point of the lot, compared with the Project which would extend up to 76 feet.

### **Site B**

Site B would be developed into a mixture of street-level retail uses and a restaurant, with multi-family residential uses over structured parking. The basement level would be parking. On the ground floor, approximately 2,475 square feet of retail uses and 4,813 square feet of restaurant uses would be located in a single story along Boulevard Way. Behind the commercial uses would be additional parking. A new driveway providing access to the parking garage would be constructed at this level coming off the roundabout. The second through fifth floors would have multi-family units, with common open space and access corridors extending north-south on top of the first floor podium. The multi-family component would consist of 55 units with a preliminary mixture of 29 one-bedroom units, 22 two-bedroom units, and 4 three-bedroom units. The recreational facilities proposed for Site B under the Project, would remain. These include a pool and spa, with an adjacent outdoor kitchen and clubhouse available to residents of Sites B, B1, and C.

The building heights in Site B would extend from one story retail along Boulevard Way and in the corridor through the middle of the building, to five stories above finished grade. The primary roof would be 42.28 feet with penthouses extending to 49.45 feet and the top of the stair/elevator appurtenance roof line above the highest existing point of the lot (southeast) would extend up to a maximum of 55.28 feet.

### **Site B Comparison**

**Table 6.5-6** provides a comparison of the Project with the MPA.

**TABLE 6.5-6  
SITE B COMPARISON**

Site B	Project Gross Square Feet		Reduction
	Project	Mitigated Plan Alternative	
Residential and Commercial Uses	108,440	94,373	14,067 (13%)

SOURCE: Hall Equities Group, 2015.

Compared with the Project, the MPA Site B building would have street level setbacks that range from approximately 1 to 98 feet further back from Boulevard Way. As noted above, the building maximum heights on Site B would be approximately 55 feet above the highest existing point of the lot, compared with the Project which would extend up to 66 feet.

### **Site B1**

Site B1 would be developed into a mixture of street-level retail uses, with multi-family residential uses over structured parking. A portion of the basement level would house an extension of the parking garage for Site B. Approximately 5,600 square feet of commercial space, including a proposed coffee shop use of 2,135 square feet, would occupy the street-level. The second floor would contain parking for the existing Broadway Terrace condominium residents and guests. The third and fourth floors would contain six, two-story townhome cottages. An open corridor would run in a north-south direction between the townhomes on Site B1 and the condominium units on Site B, allowing pedestrian access from Boulevard Way to the existing Boulevard Terrace condominium community via stairs. This open corridor would also provide access to garages serving the Sites B and B1 buildings.

The Site B1 building under the MPA would generally be the same as Site B1 under the Project. At the point where the building meets the Boulevard Way sidewalk, it would extend four stories above the right-of-way. The primary roof would not exceed 46.98 feet above the high point of the site.

### **Site C**

Site C development under the MPA would generally be the same as Site C development under the Project. The building height and footprint would be the same, and there would be only some minor changes to the on-street parking configuration and podium level residential footprint that would slightly reduce living areas. As with the Project, there would be 24 multi-family units, ranging from one to three bedrooms in a building that would be three-and-one-half to four stories above finished grade. The primary roof would not exceed 51.53 feet above the high point of the site. As is the case with the Project, the existing driveway for the Broadway Terrace condominiums would be relocated from Site B1 to Site C, between the Site B1 and Site C buildings.



## **Parking, Access, and Circulation**

The MPA would meet or exceed standard County Code parking requirements by providing a total of 493 parking stalls counted toward parking requirements. Of these, 471 would be in garages. This is a 194 stall reduction from the Project's proposed 664 garage parking stalls, which is commensurate with the MPA's reductions in square footage and residential units. No mechanical parking lifts or stacking vehicles are proposed as a part of the MPA. At approximately 196,500 square feet, the parking area for the MPA represents an approximate 15 percent reduction compared with the Project's proposed 230,620 gross square feet.

### ***On-Site Parking***

The garage at Site A would provide 315 parking spaces in six levels to serve all uses on Site A as well as non-residential uses on Site B and B1. Site A garage access would be on Boulevard Way via a driveway on the southeast corner of the site. Sites B and B1 would share a two-level garage providing 108 parking stalls for the residential uses. This garage would be accessed via a driveway on the northwest portion of the site, from the Boulevard Way/Saranap Avenue roundabout. Additional guest parking for Sites B and B1 would be available on the street (see below). An additional 13 parking stalls would be provided on the second floor of the Site B1 building. However, use of these spaces would be limited to residents and guests of the existing Boulevard Terrace Condominiums. The garage at Site C would provide 48 parking stalls for residents with guest parking available on the street (see below). On-site bicycle storage also would be provided on all four sites in an amount at least equal to County Code requirements.

### ***Street Parking***

In addition to parking stalls provided in the garages, the MPA preliminary design includes up to 68 street parking spaces; the actual number of spaces would be determined upon final streetscape design (see **Figure 6.5-5**). The MPA would include a total of 32 on-street spaces adjacent to Site A, including 18 head-in, angled spaces along the Boulevard Way frontage of Site A, and 5 parallel and 9 head-in, angled spaces along the eastern side of Saranap Avenue. A total of 30 parking spaces are proposed along the frontage of Site B and further east along Boulevard Way. Of these 30 parking spaces, 16 spaces would be counted toward guest parking for Sites B and B1, pursuant to standard County parking codes. The Site B1 frontage would be occupied largely by the roundabout and would not provide street parking. Along the Site C frontage, the preliminary design includes a total of 6 parallel spaces that would be counted as residential guest spaces and would also be available to the public.

Overall, the MPA would provide more on-street parking when compared with the Project. This includes an additional 3 spaces adjacent to Site A (32 versus 29 for the Project), an additional 7 spaces along Site B and further east (30 versus 23 for the Project), and one additional space along Site C (6 versus 5 for the Project). As is the case with the Project, on-street spaces are proposed to be metered, with revenues used to maintain the MPA's public improvements, with excess amounts benefitting the neighborhood.



SOURCE: MBH Architects

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**Figure 6.5-5**  
Mitigated Plan Alternative Proposed Streetscape

## Public Realm Improvements

The streetscape improvements proposed under the MPA are essentially the same as proposed under the Project, including the street narrowing and large, landscaped roundabout at Boulevard Way and Saranap Avenue (see Figure 6.5-5, above). However, the large oak tree on Site B would remain in place, rather than move it to the traffic circle near Flora Avenue. The MPA would include a median in Boulevard Way at its intersection with Flora Avenue, rather than the Project's mid-block traffic circle. The entrance to Site B/B1 parking would be off of the roundabout rather than further east along Boulevard Way. The MPA would include more head-in, angled parking spaces and a new pedestrian cross walk on Boulevard Way, approximately 250 feet east of Saranap Avenue, connecting Site A and Site B. Other public realm improvements, including pedestrian circulation and landscaping, would remain largely unchanged when compared with the Project.

## Site Preparation and Utilities

As with the Project, the MPA would require excavation for installation of building foundations and underground utilities. Specifically regarding earth movement, approximately 24,000 cubic yards of soil and debris would be removed, which represents an approximately 66 percent reduction compared with the Project's proposed 70,000 CY. Infrastructure improvements, such as water and sewer lines and updated stormwater management systems, would be installed. Site preparation and construction activities required for the MPA are estimated to occur for approximately 28 months.

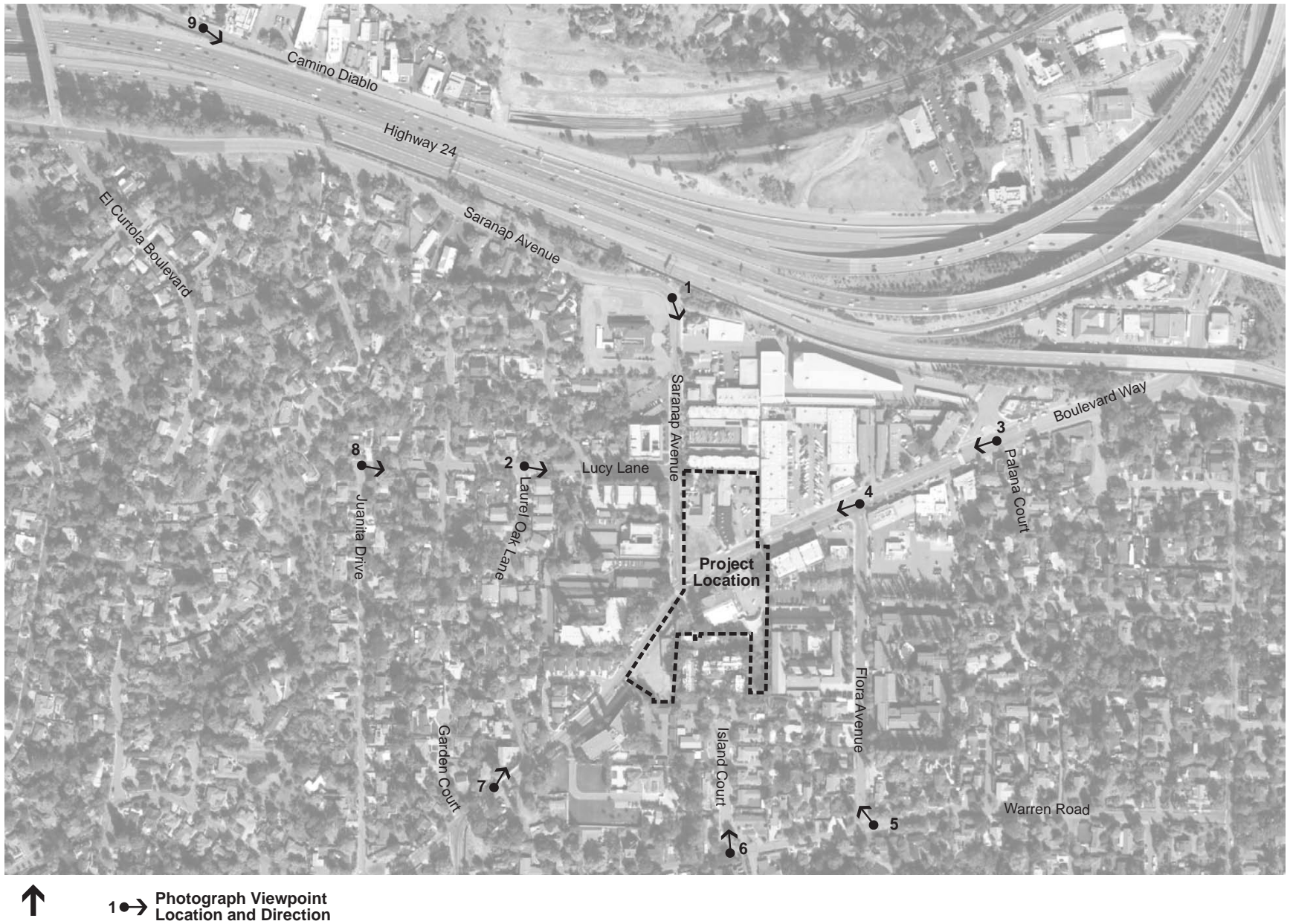
### 6.5.3 Impacts and Relationship to Project Objectives

Development of the MPA would meet all of the project objectives. It would redevelop outdated uses and underused sites, and would be designed to create a new sense of identity and a neighborhood focal point on both sides of Boulevard Way. Like the Project, the MPA would develop sufficient mass on both sides of Boulevard Way to avoid creating of small isolated areas of redevelopment. The amount of residential population would not be as great as proposed with the Project, but would be sufficient to support commercial development.

## Aesthetics

As described below, the MPA was analyzed from the same view point locations as described and analyzed for the Project in Section 4.1 in this RDEIR. As noted in Impact 4.1-1, the MPA is designed to achieve **Mitigation Measure AES-1: Reduce Height**. As such, and as noted above, the maximum height for the building on Site A is reduced (see Figures 6.5-2 and 6.5-3, height zone maps). To illustrate the visual effects of the MPA relative to the Project, computer-generated visual simulations illustrating the "before" and "after" character of the project site were produced for the MPA from nine identical viewpoint locations. For ease of review, Figure 4.1-1 showing a map of the nine representative viewpoint locations, also is included below as **Figure 6.5-6**. As with the visual simulations produced for the Project, the photo-simulations show these views with the general massing of the MPA components (in the b photos) (see Section 4.1, *Aesthetics*, for visual simulations of the Project massing and for a detailed description of the visual simulation methodology). The maximum heights stated in the height zone map (see Figure 6.5-3) add





SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-6**  
Viewpoint Location Map

one-half foot to the height shown in the simulations to allow for the flexibility and margin of error that is generally needed when preliminary designs are refined into construction-ready plans. Therefore, the MPA may increase heights slightly above those shown in the simulations, limited by the square footages stated in the MPA description, and by the maximum heights shown in the height zone map. Where proposed buildings are obstructed from view, they are depicted in white outlines to show their location relative to the existing conditions.

As described in Section 4.1, *Aesthetics*, of this RDEIR, the project site is located within the viewshed of Mt. Diablo and Las Trampas Regional Wilderness and development on the project site has the potential to affect scenic vistas of the mountain and other notable ridges. Significant views of Mt. Diablo or Las Trampas Regional Wilderness are available from viewpoint location numbers 1, 8, and 9 (see Figures 6.5-7, 6.5-14, and 6.5-15). The following discussion describes the difference between the MPA and the Project in views from each of the viewpoint locations with specific attention to viewpoint number 1, where it was determined that the Project would substantially degrade the existing quality of the scenic vista. The MPA's effects on the visual character of the neighborhood, as shown in all viewpoints, also are discussed.

#### **Viewpoint Number 1 – Saranap Avenue Near Hull's Funeral Home & Highway 24**

This view is looking south along Saranap Avenue, toward Sites A, B-1, and C (**Figure 6.5-7a and b**), with views of Las Trampas Regional Wilderness in the background. The MPA would result in a significant change compared with Project view from this location. The MPA shows lesser height and mass in the foreground compared with the Project, given that development on Site A would be five stories as opposed to seven stories. With the MPA, existing public views of Las Trampas Regional Wilderness ridgeline would be substantially maintained. As such, the MPA would not substantially degrade the existing quality of the scenic vista.

However, as with the Project, the addition of the MPA buildings would represent a change to the scale of existing development in the area. The change in scale of the built environment would be substantial and **Mitigation Measure AES-3** would be applicable to this alternative.

#### **Viewpoint Number 2 – Lucy Lane at Laurel Oak Lane, looking east**

This view is looking eastward along Lucy Lane, toward Sites A and B (**Figure 6.5-8a and b**). As noted in Section 4.1, visual simulations from viewpoint 2 are included in this document because the 2014 Draft EIR had erroneously marked this intersection on the viewpoint location map (see 2014 Draft EIR Figure 4.1-1). While viewpoint 2 is considered appropriate for assessing changes to the character of the site, viewpoint 8 is used to assess impacts to scenic views from the Lucy Lane / Juanita Drive neighborhood. The MPA Site A building would be partially blocked from view by existing buildings, tall evergreen trees, and vegetation. However, visible portions of the building would result in substantial changes to the view of the project site from Lucy Lane and the visual character from this perspective. As such, **Mitigation Measure AES-3** identified for the Project would also be applicable to this alternative.



a - Existing View - Saranap Avenue looking south



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-7**  
Mitigated Plan Alternative Viewpoint 1





a - Existing View - Lucy Lane at Laurel Oak Lane looking east



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-8**  
Mitigated Plan Alternative Viewpoint 2

**Viewpoint Number 3 – Boulevard Way at Palana Court, looking southwest**

This view is looking southwest along Boulevard Way from Palana Court, toward Sites A and B (**Figure 6.5-9a and b**). Compared with the Project buildings, from this vantage point, the MPA building on Site B would appear lower and expose more sky while the MPA building on Site A would appear taller. Further, a portion of the MPA building on Site A would be exposed where the Project would be blocked by the relocated oak tree. Overall, the visual change to the area is similar to the Project and the MPA building mass would substantially alter the urban visual character of the neighborhood from this vantage point. **Mitigation Measure AES-3** would apply.

**Viewpoint Number 4 – Boulevard Way at Flora Avenue**

This view is looking southwest along Boulevard Way at Flora Avenue, toward Site A (**Figure 6.5-10a and b**). For both the Project and the MPA, background of the tops of trees would be obscured from view and the visual character would be altered from this vantage point. Similar to viewpoint number 3, the portion of the MPA building on Site A nearest to Boulevard Way would appear taller than the Project building on Site A. However, the remainder of the MPA building on Site A would appear shorter than the corresponding portion of the Project building on Site A. While overall the visual change would be less than with the Project, the change to visual character would be considered adverse and **Mitigation Measure AES-3** would apply.

**Viewpoint Number 5 – Warren Road at Flora Avenue**

This view is looking northwest at the corner of Warren Road and Flora Avenue, toward Sites A, B, B-1, and C (**Figure 6.5-11a and b**). The proposed buildings on Sites A, B-1, and C, shown in white outlines, would be entirely obstructed from this view. The building on Site B would be slightly visible although notably shorter than the Project building on Site B, leaving more of the grassy hillside visible. As with the Project, the MPA would not result in a substantial impact to the visual character from this vantage point.

**Viewpoint Number 6 – Warren Road at Island Court**

This view is looking north along Island Court toward Sites B, B-1, and C (**Figure 6.5-12a and b**). As with the Project, the buildings proposed on Sites B-1 and C would be entirely obstructed from view. The introduction of the MPA Site B building would represent a change to the existing residential character as viewed from this vantage point. Although the effect would be reduced when compared with the Project, **Mitigation Measure AES-3** still would apply.

**Viewpoint Number 7 – Boulevard Way at Garden Court**

This view is looking to the northeast along Boulevard Way toward Sites A, B-1, and C (**Figure 6.5-13a and b**). The MPA building on Site C and a sliver of the building on Site B-1 are visible from this vantage point and are unchanged from the buildings proposed under the Project. Therefore, as with the Project, the MPA would result in a substantial visual change to the existing mixed-use neighborhood character and **Mitigation Measure AES-3** would apply.





a - Existing View - Boulevard Way at Palana Court looking west



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-9**  
Mitigated Plan Alternative Viewpoint 3



a - Existing View - Boulevard Way at Flora Avenue looking west



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-10**  
Mitigated Plan Alternative Viewpoint 4





a - Existing View - Warren Road at Flora Avenue looking northwest



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-11**  
Mitigated Plan Alternative Viewpoint 5





a - Existing View - Warren Road at Island Court looking north



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-12**  
Mitigated Plan Alternative Viewpoint 6





a - Existing View - Boulevard Way at Garden Court looking northeast



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-13**  
Mitigated Plan Alternative Viewpoint 7

**Viewpoint Number 8 – Lucy Lane at Juanita Drive, looking east**

This view is looking east along Lucy Lane toward Sites A, B, B-1, and C (**Figure 6.5-14a and b**) with views of Mt. Diablo in the background. As shown in white outlines, the MPA buildings would not obstruct the view of Mt. Diablo in the background and the effect would be the same as with the Project. The MPA buildings would be all but invisible and thus would not result in a substantial change to visual character from this perspective.

**Viewpoint Number 9 – Camino Diablo, looking southeast**

This view is looking southeast along Camino Diablo, across Highway 24, toward the entire project site with Sites A, B, and B-1 shown in white outline south of Highway 24 (**Figure 6.5-15a and b**). A portion of Site A's mass would be visible from behind existing trees, although notably less than with the Project. Therefore, as with the Project, there would be no substantial visual impacts and the MPA would not significantly change the visual character of the neighborhood from this vantage point.

As depicted in viewpoint number 1, where existing public views of Las Trampas Regional Wilderness would be substantially maintained, and because the MPA implements Mitigation Measure AES-1, the MPA would have a less-than-significant effect on a scenic vista. However, as depicted in viewpoint numbers 1, 2, 3, 4, 6, and 7, in the absence of specific building color, articulation, step-backs, and other design details, the MPA, as with the Project, has the potential to result in an adverse change to the existing visual character of the Saranap area.

As noted above, the MPA studied in the RDEIR includes only a conceptual maximum envelope of development.<sup>2</sup> Because of the increase in building heights relative to surrounding buildings, the MPA would have the effect of degrading the visual character of the neighborhood if it were constructed absent aesthetically-appropriate design details. Implementation of high-quality architectural treatments, including appropriate step-backs, articulation, colors, and façade variety is therefore necessary. As such, **Mitigation Measures AES-3a, Variety of Styles; AES-3b, Design Features; and AES-3c, Color Palette**, would apply to the MPA and are required to ensure that the MPA would not result in a significant adverse impact to the visual character of the project site and immediate surrounding area (see Section 4.1, *Aesthetics*).

The MPA would not damage scenic resources and generally would result in reduced less-than-significant impacts with respect to daytime glare and nighttime lighting as identified for the Project. Overall, the MPA would result in less change from existing conditions when compared with the Project.

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<sup>2</sup> As stated above, the maximum heights stated in the height zone map (see Figure 6.5-3) add one-half foot to the height shown in the simulations to allow for the flexibility and margin of error that is generally needed when preliminary designs are refined into construction-ready plans. Therefore, the MPA may increase heights slightly above those shown in the simulations, limited by the square footages stated in the project description, and by the maximum heights shown in the height zone map.





a - Existing View - Lucy Lane at Juanita Drive looking east



b - Visual Simulation of Mitigated Plan Alternative Massing

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-14**  
Mitigated Plan Alternative Viewpoint 8





a - Existing View - Camino Diablo looking southeast



b - Visual Simulation of Mitigated Plan Alternative Massing

Note: The ground elevation of this viewpoint is over 100 feet higher than the project base elevation, and almost 40 feet higher than the adjacent freeway. The viewpoint is located more than 2,000 feet away from the project site.

SOURCE: Environmental Vision

Saranap Village RDEIR . 130919

**Figure 6.5-15**  
Mitigated Plan Alternative Viewpoint 9



## Agriculture and Forestry

The site of the MPA does not contain any agricultural or forest resources. Therefore, as with the Project, the MPA would have no significant adverse impacts to agricultural or forest resources.

## Air Quality

The MPA was analyzed for potential effects related to air quality (see Appendix B). The results are presented in **Tables 6.5-7** through **6.5-9**, below. Subsequent to conducting the air quality analysis, this alternative replaced the traffic circle with a median at the intersection of Boulevard Way and Flora Avenue. Supplemental Air Quality review was conducted and concluded that this design change would result in the same or lower Air Quality emissions for each pollutant and thus the analysis below remains valid for this alternative.

The MPA includes fewer residential units and less commercial square footage than the Project. As shown in Table 6.5-7, when compared with Table 4.3-3 in the 2014 Draft EIR, construction emissions are reduced with this alternative. Similarly, because the MPA is smaller than the Project, operational emissions resulting from this alternative would be below each of the significance thresholds and would be less than the Project for each pollutant analyzed (see Table 6.5-8 compared with Table 4.3-4).

The 2014 Draft EIR identified significant impacts related to health risks from emissions of toxic air contaminants during Project construction, for which mitigation is required to reduce impacts to less-than-significant levels. Table 4.3-5 of the 2014 Draft EIR shows the Project construction would exceed the Bay Area Air Quality Management District (BAAQMD) Individual Source Significance Threshold for Health Risk for both Lifetime Excess Cancer Risk (in a million) and PM<sub>2.5</sub> Concentration (ug/m3). As shown in Table 6.5-9, the MPA would avoid the PM<sub>2.5</sub> Concentration exceedance but still would exceed the BAAQMD threshold for lifetime cancer risk and the unmitigated impact would be significant. As such, **Mitigation Measures AIR-2a, AIR-2b, and AIR-2c** would apply to the MPA and would be required to reduce the impact to a less-than-significant level. However, since the impact is less than that of the Project, fewer controls would be required bring the MPA impact to a less-than-significant level. As such, AIR-2a, as applicable to the MPA, is revised as follows:

**Mitigation Measure AIR-2a: Protections on Specific Equipment.** The project applicant shall ensure that all off-road construction equipment has Tier 3 rated engines. The project applicant shall also ensure that the following construction equipment has a Diesel Particulate Filter (DPF): excavators in both the demolition and excavation construction phases, forklifts in the building construction phase, air compressors in the architectural coating phases, and rollers in the street improvements phase of construction.

The MPA would result in the same significant impact related to health risk, though to a lesser degree. As mitigation would apply, the effect would be reduced to a level at least equal to the Project. Further, the MPA would reduce all other less-than-significant air quality impacts identified for the Project.

**TABLE 6.5-7  
CONSTRUCTION CRITERIA AIR POLLUTANT EMISSIONS –  
MITIGATED PLAN ALTERNATIVE (UNMITIGATED SCENARIO)**

	Construction Emissions <sup>1</sup>			
	ROG	NOx	PM10 (exhaust only)	PM2.5 (exhaust only)
<b>Daily Emissions</b>				
Average Daily Emissions (lbs/day)	7.8	7.5	0.16	0.16
Significance Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No
Maximum Annual Emissions				
Emissions (ton/year)	3.3	3.1	0.068	0.065
Significance Threshold	10	10	15	10
Exceeds Thresholds?	No	No	No	No

## NOTES:

- <sup>1</sup> Off-road construction emissions were calculated using off-road Tier standards, assuming all Tier 3 emissions. On-road construction, architectural coating, and paving emissions were calculated in CalEEMod version 2013.2.2. Emissions averaged over the 840 days to represent the construction schedule from August 26, 2016 to December 14, 2018. Although Project construction could commence later than the timeframe studied for Air Quality, Greenhouse Gases, and Health Risk, regulations are becoming more stringent, construction emissions will be cleaner in later years, and thus the timeframe studied herein represents a conservative analysis. Emissions include those due to off-road construction equipment, on-road sources associated with construction (hauling, vendor, and worker trips), paving, and architectural coatings. ROG and NOx emissions were calculated in CalEEMod version 2013.2.2. PM10 off-road construction emissions calculated using Off-road Tier standards, assuming all Tier 3 emissions. PM10 on-road emissions calculated using CalEEMod. PM2.5 conservatively assumed to be equal to PM10.

SOURCE: Ramboll Environ, 2015 (see Appendix B)

**TABLE 6.5-8  
SUMMARY OF OPERATIONAL CRITERIA AIR POLLUTANT EMISSIONS –  
MITIGATED PLAN ALTERNATIVE**

Source	Average Daily Emissions (lb/day)				Maximum Annual Emissions (tpy)			
	ROG	NOx	PM10	PM2.5	ROG	NOx	PM10	PM2.5
Area <sup>1</sup>	12	0.10	0.10	0.10	2.2	0.018	0.018	0.018
Energy <sup>1</sup>	0.092	0.81	0.064	0.064	0.017	0.15	0.012	0.012
Mobile <sup>1,2</sup>	12	16	9.3	2.6	2.2	3.0	1.7	0.47
Generators <sup>3</sup>	0.10	0.49	0.011	0.011	1.8E-02	8.9E-02	2.1E-03	2.1E-03
<b>Total</b>	<b>25</b>	<b>18</b>	<b>9.4</b>	<b>2.8</b>	<b>4.5</b>	<b>3.2</b>	<b>1.7</b>	<b>0.51</b>
Operational Threshold	54	54	82	54	10	10	15	10
Above Threshold?	No	No	No	No	No	No	No	No

## NOTES:

- <sup>1</sup> Emissions estimated using CalEEMod version 2013.2.2.  
<sup>2</sup> See Table 6 of the Air Quality Technical Report (Appendix B) for detailed calculations.  
<sup>3</sup> See Table 5 of the Air Quality Technical Report (Appendix B) for detailed calculations, PM<sub>2.5</sub> conservatively assumed to be equal to PM<sub>10</sub>. Lb/day calculation based on assumption of generator operation 365 days/year.

SOURCE: Ramboll Environ, 2015 (see Appendix B)

**TABLE 6.5-9  
MODELED EXCESS LIFETIME CANCER RISK, CHRONIC HAZARD INDEX (HI), AND PM2.5  
CONCENTRATION – OFF-SITE MEISR (MITIGATED PLAN ALTERNATIVE CONSTRUCTION)  
(UNMITIGATED SCENARIO)**

Source	Project	Street Improvements	Mitigated Plan Alternative Total <sup>3</sup>	Original Project Total	BAAQMD Individual Source Significance Threshold
Lifetime Excess Cancer Risk <sup>1</sup> (in a million)	13.27	1.7	15	17	10
Chronic HI <sup>2</sup>	0.009	0.004	0.01	0.058	1
PM2.5 Concentration (ug/m3)	0.048	0.05	0.1	0.35	0.3

## NOTES:

- <sup>1</sup> Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a unitless probability.
- <sup>2</sup> The potential for exposure to result in adverse chronic noncancer effects is evaluated by comparing the estimated annual average air concentration (which is equivalent to the average daily air concentration) to the noncancer reference exposure level for each chemical. When calculated for a single chemical, the comparison yields a ratio termed a hazard quotient. To evaluate the potential for adverse chronic noncancer health effects from simultaneous exposure to multiple chemicals, the hazard quotients for all chemicals were summed, yielding a hazard index.
- <sup>3</sup> The results presented are the results at the location of the maximum combined total impact due to unmitigated project construction and street improvements. The maximum result for project construction or street improvements individually may be at a different location. The results for cancer risk are chronic HI represent the MEISR; the results for PM2.5 represent the maximum impact (PMI).

SOURCE: Ramboll Environ, 2015 (see Appendix B)

## Biological Resources

The MPA would result in removal of 64 trees, 24 of which qualify as protected trees (see Appendix C). This is nearly the same as with the Project, with the exception of the protected large valley oak tree on Site B which would be preserved in place. As with the Project, the MPA could result in impacts to nesting birds depending on the time of year the construction activities would occur (see Appendix C). Therefore, this alternative would result in the same potential significant impacts related to nesting birds and roosting bats and require implementation of **Mitigation Measures BIO-1a** and **BIO-1b**. Overall, with mitigation, the MPA would result in substantially the same less-than-significant biological impacts as identified for the Project.

## Cultural Resources

There are no known cultural resources on the project site. However, as with the Project, the MPA could result in adverse impacts to unknown resources that might be uncovered during construction, requiring implementation of **Mitigation Measures CUL-2, CUL-3, and CUL-4** identified for the Project in the 2014 Draft EIR. Therefore, while the MPA could result in the same potentially significant impacts as identified for the Project, these impacts would be mitigated through incorporation of the same mitigation.

## Geology and Soils

As with the Project, a design-level geotechnical investigation would be performed for each of the Project sites, thereby reducing the potential impacts related to seismically induced ground

shaking, lateral spreading, subsidence, liquefaction, collapse, and expansive soils to a less-than-significant level. Overall, the MPA would result in the same less-than-significant geology and soils impacts associated with construction and operation identified for the Project.

## Greenhouse Gas Emissions and Energy

The MPA was analyzed for potential effects related to greenhouse gas emissions and energy (see Appendix D). The results are presented in **Tables 6.5-10** and **6.5-11**, below. Subsequent to conducting the greenhouse gas emissions analysis, this alternative replaced the traffic circle with a median at the intersection of Boulevard Way and Flora Avenue. Supplemental greenhouse gas emissions review was conducted and concluded that this design change would result in the same or lower greenhouse gas emissions and thus the analysis below remains valid for this alternative.

As shown in Table 6.5-10, the total construction GHG emissions would be 1,119 MT CO<sub>2</sub>e (compared to 1,756 MT CO<sub>2</sub>e for the Project). Much of the GHG reduction can be attributed to the reduced amount of excavation necessary for the MPA. Although there are no CEQA thresholds for comparison for construction emissions, the published construction GHG emissions would fall below BAAQMD's most conservative CEQA threshold GHG emissions of 1,100 MTCO<sub>2</sub>e/year (for projects that are not stationary sources) given that construction is ongoing over a 28-month period and total construction GHG emissions are 1,119 MT CO<sub>2</sub>e across three calendar years (2017, 2018, and 2019).

The MPA would develop fewer residential units and nearly half the amount of commercial space as the Project, and the ratio of service population (residents and employees) to MT CO<sub>2</sub>e per year is improved compared with the ratio for the Project. The total operational greenhouse gas emissions of this alternative are less than for the Project (3,574 MT in 2016 for the Project versus 2,517 MT in 2018 for this alternative). However, because this alternative still would exceed both the 1,100 MT and 4.6 MT/Service Population thresholds, Mitigation Measure **GHG-2: Implement a Project-Specific GHG Reduction Plan**, identified in the 2014 Draft EIR to reduce potential greenhouse gas emissions impacts to a less-than-significant level, would apply.

The energy demands of this alternative were estimated to be less than that of the Project and thus would result in the same less-than-significant impacts. With mitigations, the greenhouse gas emissions and energy impacts associated with the MPA would be less than significant, as is the case for the Project.

## Hazards and Hazardous Materials

The MPA demolition and ground disturbance would result in the same adverse effects related to hazards and hazardous materials when compared with the Project. As with the Project, construction of this alternative would involve limited quantities of hazardous materials such as solvents, oils, and paints. Operations would result in an increased presence of hazardous materials and waste common in commercial/retail settings. This significant impact would be mitigated with implementation of **Mitigation Measures HAZ-1a** through **HAZ-1d** identified for the Project. Similarly, the MPA would be required to adhere to **Mitigation Measure HAZ-3**, identified for the Project, to avoid

**TABLE 6.5-10  
SUMMARY OF MITIGATED PLAN ALTERNATIVE CONSTRUCTION GREENHOUSE GAS EMISSIONS**

Source	Units	GHG Emissions
<b>Construction GHG Emissions</b>		
Off-road Mobile	[MT CO <sub>2</sub> e]	248
On-road Mobile		871
<b>Project Total</b>		<b>1,119</b>

SOURCE: Ramboll Environ, 2015 (see Appendix D)

**TABLE 6.5-11  
SUMMARY OF MITIGATED PLAN ALTERNATIVE OPERATIONAL GREENHOUSE GAS EMISSIONS**

<b>Non-Stationary Source Operational GHG Emissions</b>		
Area <sup>2</sup>	[MT CO <sub>2</sub> e/yr]	10
Energy <sup>2,6</sup>		516
Mobile <sup>2</sup>		1,840
Waste <sup>2</sup>		106
Water <sup>2</sup>		45
<b>Project Total</b>		<b>2,517</b>
Service Population <sup>3</sup>	--	518
<b>Project Total</b>	[MT CO <sub>2</sub> e/SP/yr]	<b>4.9</b>
BAAQMD Threshold <sup>4</sup>	[MT CO <sub>2</sub> e/SP/yr]	4.6
Exceeds Threshold?	--	Yes
Additional GHG Reductions Required	[MT CO <sub>2</sub> e/yr]	135
<b>Emergency Generators Emissions</b>		
Generator Testing <sup>5</sup>	[MT CO <sub>2</sub> e/yr]	13.3
BAAQMD Threshold <sup>4</sup>	[MT CO <sub>2</sub> e/yr]	10,000
Exceeds Threshold?	--	No

NOTES:

<sup>1</sup> Total operational emissions include yearly emissions from area, energy, mobile, waste, and water sources. It is assumed that carbon sequestration associated with vegetation change will be minimal and hence not included.

<sup>2</sup> Emissions estimated using CalEEMod version 2013.2.2.

<sup>3</sup> Note residential service population based on the Contra Costa County General Plan Population average household size of 2.5 persons. Commercial service population is based on U.S. Energy Information Administration statistics, available at <http://www.eia.gov/consumption/commercial/data/2003/pdf/b1-b46.pdf>.

<sup>4</sup> BAAQMD significance threshold outlined in the May 2011 BAAQMD CEQA Guidelines.

<sup>5</sup> It is assumed that the project would have 3 emergency generators, which require maintenance for 50 hours/year; calculations shown in Table 5 of the Air Quality Technical Report (see Appendix B).

<sup>6</sup> Energy emissions for 2018 based on average of the 2011-2013 PG&E electricity emission factors from: <http://www.theclimaterestory.org/tools-resources/reporting-protocols/general-reporting-protocol/>.

SOURCE: Ramboll Environ, 2015 (see Appendix D)

potentially significant impacts related to exposure to previous contamination of soil or groundwater. Overall, the hazards and hazardous materials impacts associated with the MPA would be the same as identified for the Project.

## Hydrology and Water Quality

As with the Project, development under the MPA would be required to comply with current water quality standards. Therefore, the improvements in water quality for this alternative would be similar to those identified for the Project. Rather than include a traffic circle, this alternative would include a median at the intersection of Boulevard Way and Flora Avenue. Compared with the Project's traffic circle, construction of the median and improvements east of Sites A and B would increase the surface area of impact while also reducing the area of disturbance below the existing asphalt (see Appendix E). This alternative would result in increased hardscape on the currently undeveloped southwest corner of Site A and the currently undeveloped panhandle in Site B. This alternative would include similar street improvements and thus would reduce the amount of impervious surface in the street areas. Although this alternative would result in a net increase in impervious surface compared with existing conditions, it represents approximately 25 percent reduction in that increase compared with the Project (21,033 square foot increase versus 28,283 square foot increase with the Project) (see Appendix E). Nonetheless, **Mitigation Measure HYD-3, Pre-Project Stormflow Levels**, would be required and with its implementation the MPA effects on stormwater flows would be less than significant. Further, as with the Project, this alternative would be required to adhere to the conditions of the NPDES MS4 permit and design standards consistent with the Contra Costa County Clean Water Program. Stormwater treatment facilities would be required on all Project sites. These regulations would ensure no substantial increase to stormwater runoff and would improve the quality of this runoff (see Appendix E). Overall, the hydrology and water quality impacts associated with the MPA would be the same as the less-than-significant impacts identified for the Project.

## Land Use and Planning

The MPA would result in a mix and configuration of land uses similar to the Project and would result in the same less-than-significant land use and planning impacts that would occur under the Project.

## Mineral Resources

The project site does not contain any significant mineral resources. Therefore, as with the Project, under the MPA no mineral resources impacts would occur.

## Noise

The MPA would develop a mix and configuration of land uses similar to the Project. Construction-related noise impacts would be similar to those of the Project, though slightly reduced. Similarly, operational noise associated with this alternative would result in potentially significant impacts from mechanical equipment, interior noise exposure, and exterior noise exposure. As with the

Project, the MPA buildings would be fully conditioned and heating, ventilation, and air conditioning (HVAC) units and other equipment (e.g., emergency generator) could be located in areas exposed to adjacent property lines. As such, **Mitigation Measures NOI-1a: Performance Standard for Mechanical Equipment**, and **NOI-1b: Exterior Noise Exposure Reduction through Design and Building Materials**, identified for the Project in the 2014 Draft EIR to ensure compliance with Implementation Measure 11-b of the County General Plan, would apply to the MPA. In addition, **Mitigation Measure NOI-2a: Construction Hours Limitations** would be required for the MPA, thus imposing the same restrictions that would be applied to the Project. Finally, **Mitigation Measure NOI-2b** would be imposed on the MPA to isolate vibration-generating mechanical equipment.

The pool and other amenities proposed for the Project on Sites B, B1 and C would be developed in this alternative and the capacity for hosting large group events still would result in potentially significant impacts related to common use facilities and events. Therefore, **Mitigation Measure NOI-1b: Exterior Noise Exposure Reduction through Design and Building Materials** identified for the Project in the 2014 Draft EIR would be imposed for this alternative.

As noted below, this alternative would result in a reduction in AM/PM peak hour trips compared to the Project and therefore would result in reduced less-than-significant cumulative noise impacts as identified for the Project. Overall, the MPA would reduce but not avoid the Project's significant but mitigatable impacts related to noise.

## Population and Housing

The MPA would result approximately 51 percent of the commercial space and approximately 83 percent of the residential units proposed with the Project. As such, this alternative would reduce the Project's less-than-significant impacts related to population and housing.

## Public Services

The MPA would increase demand for public services, though to a lesser extent than the Project due to the reduction in residential units. This alternative would result in reduced less-than-significant impacts related to public services compared to the Project.

## Recreation

The development proposed for Sites B, B1, and C would be substantially the same as with the Project, including the pool and other amenities, although a new fitness club open to the public would not be included. Although the demand for recreational resources would increase as a result of the MPA, this alternative would result in slightly reduced less-than-significant impacts related to recreational resources compared to the Project.

## Transportation and Traffic

To estimate vehicle trip generation from the MPA, Omni-Means prepared a full traffic impact analysis (TIA), which addresses a broad geographic scope, and includes an analysis of cut-

through traffic (see Appendix F). Total net new daily trips estimated for this alternative would be reduced when compared with the Project (3,885 trips versus 4,998 trips) (see Table 4.16-6 in the 2014 Draft EIR). In addition, both the AM peak hour trips (217 trips versus 294 trips) and PM peak hour trips (214 trips versus 405 trips) would be fewer under this alternative. With the addition of MPA daily and peak hour trips, all study intersections, roadways, and freeway segments identified as operating acceptably without the Project (existing, near-term, and cumulative conditions without Project) would continue to do so. For those intersections, roadways, and freeway segments identified as operating unacceptably (without Project traffic), the addition of daily and peak hour trips from this alternative would not degrade operations below the standards of significance established for these facilities by State, County, and City agencies. Overall, the Project's less-than-significant impact related to increased traffic volumes would be reduced under this alternative.

The MPA would develop a median at the intersection of Boulevard Way and Flora Avenue and would not relocate the oak tree; thus the mitigation measure identified in the 2014 Draft EIR to avoid potential traffic hazards by maintaining the tree would not apply to the MPA. However, as with the Project, an additional hazard may arise during construction in that heavy construction vehicles may damage roadways. This potentially significant impact would be mitigated to a less-than-significant level with inspection and repair required through **Mitigation Measure TRA-2b**, which would apply to the MPA.

As with the Project, the MPA would change the on-street parking configuration along Boulevard Way east of Saranap Avenue from parallel parking to diagonal parking, which introduces potential conflicts with bicycles when vehicles back out of the parking spaces into the same directional flow of traffic in which the bicyclists are travelling. The potential safety conflict is considered a significant impact and **Mitigation Measure TRA-5: Design Changes to Improve Bicycle Access**, identified in the 2014 Draft EIR for the Project, would apply to the MPA.

All other less-than-significant impacts related to transportation and traffic identified for the Project would be reduced.

## Utilities and Service Systems

As noted above, the MPA would result in fewer residential units and a reduced residential and workforce population increase when compared with the Project. As such, the demand for water and wastewater treatment and solid waste disposal is expected to be slightly reduced compared with the Project (see Appendix G). As with the Project, the MPA would create additional impervious surfaces at the currently developed sites and stormwater treatment would be provided with implementation of **Mitigation Measure HYD-3: Pre-Project Stormflow Levels**. Overall, the MPA would result in reduced less-than-significant impacts related to utilities and services systems compared to the Project.

As noted above, this chapter includes a revised Table 6-12, Summary Comparison of Impacts: Saranap Village Project and Alternatives. Newly added text is shown in double underline format, and deleted text is shown in ~~strikeout~~ format.



**TABLE 6-12**  
**SUMMARY COMPARISON OF IMPACTS: SARANAP VILLAGE PROJECT AND ALTERNATIVES [REVISED]**

Environmental Impact	Saranap Village Project	No Project/ No Build Alternative	No Project/ Rehabilitation Alternative	Reduced Project Alternative	General Plan Buildout Alternative	Mitigated Plan Alternative
<b>Aesthetics</b>						
<b>Impact 4.1-1:</b> The Project would have a substantial adverse effect on a scenic vista.	LSM	N	LS↕	LS↕	LS↕	<u>LS</u>
<b>Impact 4.1-2:</b> The Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Impact 4.1-3:</b> The Project could substantially degrade the visual character or quality of the project site or its surroundings.	LSM	N	LS	LS	LS	<u>LSM</u>
<b>Impact 4.1-4:</b> The Project could create a substantial new source of light or glare that would adversely affect day or nighttime views of the area.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Agriculture and Forestry Resources</b>						
The Project would not result in any impacts to agricultural or forestry resources.	N	N	N	N	N	<u>N</u>
<b>Air Quality</b>						
<b>Impact 4.3-1:</b> Emissions from project construction and operation would contribute to existing air quality violations.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Impact 4.3-2:</b> The Project would expose sensitive receptors to emissions of Toxic Air Contaminants.	LSM	N	LS	LS	LS	<u>LSM↓</u>
<b>Biological Resources</b>						
<b>Impact 4.4-1:</b> The Project could have a substantial adverse effect, either directly or through habitat modifications, on any species as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	LSM	N	LS	LSM↓	LSM	<u>LSM</u>
<b>Impact 4.4-2:</b> The Project would not conflict with any local plans or ordinances protecting biological resources.	LS	N	LS↓	LS↓	LS↑	<u>LS</u>
<b>Cultural Resources</b>						
<b>Impact 4.5-1:</b> The Project would have no substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5.	LS	N	N	LS	LS	<u>LS</u>
<b>Impact 4.5-2:</b> Implementation of the Project could result in a substantial adverse change in the significance of an archaeological resource.	LSM	N	N	LSM↓	LSM	<u>LSM</u>

**Legend**  
 LS Less-than-significant or negligible impact; no mitigation required  
 LSM Less-than-significant impact, after mitigation  
 SU Significant and unavoidable adverse impact, after mitigation or standard conditions  
 N No impact  
 ↑↕ Impact is more severe or less severe than Project impact, after mitigation, but with no change in impact determination; **Changes from Project impact determination shown in bold**

**TABLE 6-12 (Continued)**  
**SUMMARY COMPARISON OF IMPACTS: SARANAP VILLAGE PROJECT AND ALTERNATIVES [REVISED]**

Environmental Impact	Saranap Village Project	No Project/ No Build Alternative	No Project/ Rehabilitation Alternative	Reduced Project Alternative	General Plan Buildout Alternative	Mitigated Plan Alternative
<b>Cultural Resources (cont.)</b>						
<b>Impact 4.5-3:</b> Implementation of the Project could directly or indirectly destroy a unique paleontological resource or site or unique geological feature.	LSM	N	N	LSM↓	LSM	<u>LSM</u>
<b>Impact 4.5-4:</b> Implementation of the Project could disturb human remains, including those interred outside of formal cemeteries.	LSM	N	N	LSM↓	LSM	<u>LSM</u>
<b>Geology and Soils</b>						
<b>Impact 4.6-1:</b> Project development could be damaged by seismically induced ground shaking and thereby expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.	LS	N	N	LS↓	LS	<u>LS</u>
<b>Impact 4.6-2:</b> The Project could result in soil erosion during excavation, grading, and construction activities.	LS	N	N	LS↓	LS	<u>LS</u>
<b>Impact 4.6-3:</b> The Project could result in on- or off-site lateral spreading, subsidence, liquefaction, or collapse.	LS	N	N	LS↓	LS	<u>LS</u>
<b>Impact 4.6-4:</b> Project implementation could occur on expansive soils, creating risks to life and property.	LS	N	N	LS↓	LS	<u>LS</u>
<b>Greenhouse Gas Emissions and Energy</b>						
<b>Impact 4.7-1:</b> Construction of the Project would result in emissions of greenhouse gases that could contribute to global climate change.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Impact 4.7-2:</b> Project operations would result in emissions of greenhouse gases that could contribute to global climate change.	LSM	N	LS	LSM↑	LSM↑	<u>LSM↓</u>
<b>Impact 4.7-3:</b> The Project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LSM	N	LS	LSM↑	LSM↑	<u>LSM↓</u>
<b>Impact 4.7-4:</b> The Project would not result in wasteful, inefficient and unnecessary use of energy and the Project would require substantial additional capacity.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Hazards and Hazardous Materials</b>						
<b>Impact 4.8-1:</b> The Project would include the routine transport, use and disposal of hazardous materials during construction and operation, and could create a significant hazard to the public or environment.	LSM	N	LSM↓	LSM↓	LSM	<u>LSM</u>

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**TABLE 6-12 (Continued)**  
**SUMMARY COMPARISON OF IMPACTS: SARANAP VILLAGE PROJECT AND ALTERNATIVES [REVISED]**

Environmental Impact	Saranap Village Project	No Project/ No Build Alternative	No Project/ Rehabilitation Alternative	Reduced Project Alternative	General Plan Buildout Alternative	Mitigated Plan Alternative
<b>Hazards and Hazardous Materials (cont.)</b>						
<b>Impact 4.8-2:</b> The Project would not create a significant hazard to the public or environment through an upset or accident involving the release of hazardous materials.	LS	N	LS↓	LS↓	LS	<u>LS</u>
<b>Impact 4.8-3:</b> The Project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and could result in a safety hazard to the public or environment through exposure to previous contamination of soil or groundwater.	LSM	N	N	LSM↓	LSM	<u>LSM</u>
<b>Impact 4.8-4:</b> The Project would not 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.	LS	N	LS	LS	LS	<u>LS</u>
<b>Hydrology and Water Quality</b>						
<b>Impact 4.9-1:</b> The Project could result in a minimal increase of stormwater pollutants due to construction activities and/or the introduction of new impervious surfaces with development but would not violate any water quality standards or waste discharge requirements.	LS	N	N	LS↑	LS	<u>LS</u>
<b>Impact 4.9-2:</b> The Project would increase impervious surfaces which would reduce the amount of stormwater runoff available for recharge but not to the extent that it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	LS	N	N	LS↑	LS	<u>LS</u>
<b>Impact 4.9-3:</b> The Project would not alter the drainage pattern of the site such that it would result in substantial erosion or siltation on or off the site.	LSM	N	N	LS	LS	<u>LSM</u>
<b>Impact 4.9-4:</b> The Project would not alter the drainage pattern of the site such that it would result in flooding on- or off- the site.	LS	N	N	LS	LS	<u>LS</u>
<b>Impact 4.9-5:</b> The Project would not create or contribute runoff water which would exceed the capacity of existing drainage systems or provide additional sources of polluted runoff.	LSM	N	N	LS↑	LS	<u>LSM</u>
<b>Land Use and Planning</b>						
<b>Impact 4.10-1:</b> The Project would not divide an established community.	LS	N	N	LS	LS	<u>LS</u>
<b>Impact 4.10-2:</b> The Project would be in general conformance with applicable regional or local plans and policies adopted for the purpose of avoiding or mitigating environmental effects.	LS	N	N	LS	LS	<u>LS</u>

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**TABLE 6-12 (Continued)**  
**SUMMARY COMPARISON OF IMPACTS: SARANAP VILLAGE PROJECT AND ALTERNATIVES [REVISED]**

<b>Environmental Impact</b>	<b>Saranap Village Project</b>	<b>No Project/ No Build Alternative</b>	<b>No Project/ Rehabilitation Alternative</b>	<b>Reduced Project Alternative</b>	<b>General Plan Buildout Alternative</b>	<b>Mitigated Plan Alternative</b>
<b>Mineral Resources</b>						
There would be no impacts to mineral resources.	N	N	N	N	N	<u>N</u>
<b>Noise</b>						
<b>Impact 4.12-1:</b> The Project would result in the 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.	LSM	N	LS	LSM↓	LSM	<u>LSM</u>
<b>Impact 4.12-2:</b> The Project would result in the exposure of persons to or generation of, excessive ground born vibration or ground borne noise levels.	LSM	N	LS	LSM↓	LSM	<u>LSM</u>
<b>Impact 4.12-3:</b> Noise generated from project related activities could result in a significant permanent increase in ambient noise levels at existing adjacent properties.	LSM	N	LS	LSM	LS	<u>LS</u>
<b>Impact 4.12-4:</b> Project construction could result in substantial temporary or periodic increase in ambient noise levels in the project vicinity.	LSM	N	LS	LSM↓	LSM	<u>LSM</u>
<b>Population and Housing</b>						
<b>Impact 4.13-1:</b> The Project would directly induce temporary and permanent population growth.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Impact 4.13-2:</b> The Project would displace existing housing units and residents, but would not necessitate the construction of replacement housing elsewhere.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Public Services</b>						
<b>Impact 4.14-1:</b> The Project would not 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.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Recreation</b>						
<b>Impact 4.15-1:</b> The Project would not increase use of existing neighborhood and regional parks and other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>
<b>Impact 4.15-2:</b> The Project would include recreational facilities the construction of which would not have a significant adverse physical effect on the environment.	LS	N	LS↓	LS↓	LS↓	<u>LS↓</u>

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Environmental Impact	Saranap Village Project	No Project/ No Build Alternative	No Project/ Rehabilitation Alternative	Reduced Project Alternative	General Plan Buildout Alternative	Mitigated Plan Alternative
<b>Transportation and Traffic</b>						
<b>Impact 4.16-1:</b> The Project would increase traffic volumes at area intersections and on area roadways, but would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness performance on the circulation system nor conflict with an applicable congestions management program.	LS	N	LS↓	LS↓	LS	<u>LS↓</u>
<b>Impact 4.16-2:</b> The Project would not substantially increase hazards due to a design feature or incompatible uses.	LSM	N	N	N	N	<u>LSM↓</u>
<b>Impact 4.16-3:</b> The Project would not result in inadequate emergency access.	LS	N	N	N	N	<u>LS</u>
<b>Impact 4.16-4:</b> The Project would alter existing transit facilities (bus stops) but would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities.	LS	N	LS↓	LS↓	LS	<u>LS</u>
<b>Impact 4.16-5:</b> The Project could conflict with adopted policies and standards regarding site access by automobiles, pedestrians and bicyclists.	LSM	N	LS	LS	LS	<u>LSM</u>
<b>Utilities and Service Systems</b>						
<b>Impact 4.17-1:</b> The Project would not generate an increase in demand for water or wastewater treatment such that it would require a new water or wastewater facility or expansion of existing facility, or that the water or wastewater treatment provider would not have adequate capacity to serve the Project's projected demand.	LS	N	LS↓	LS↓	LS↓	<u>LS</u>
<b>Impact 4.17-2:</b> The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.	LSM	N	LS↓	LS↓	LS↓	<u>LSM</u>
<b>Impact 4.17-3:</b> The Project would not generate an increase in demand for water supply over existing entitlements or resources.	LS	N	LS↓	LS↓	LS↓	<u>LS</u>
<b>Impact 4.17-4:</b> The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's waste disposal needs and would comply with federal, state and local statutes and regulations related to solid waste.	LS	N	LS↓	LS↓	LS↓	<u>LS</u>

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# **CHAPTER 7**

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## **RDEIR Report Preparation**

### **7.1 Lead Agency**

#### **Contra Costa County**

William Nelson, Principal Planner  
Department of Conservation and Development

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Crescentia Brown, Project Director  
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## **7.4 Air Quality and Greenhouse Gases**

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