

# EXECUTIVE SUMMARY

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## ES.1 PURPOSE

This draft EIR evaluates the potential for significant environmental impacts from the implementation of the Hercules Updated 2009 Redevelopment Plan project proposed by the City of Hercules. It is the intent of this Executive Summary to provide decision makers, responsible agencies, and the public with a clear, simple, and concise description of the proposed project and its potential significant environmental impacts. Section 15123 of the 2008 *California Environmental Quality Act (CEQA) Statutes and Guidelines* requires that the summary identify each significant effect, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. The summary is also required to identify areas of controversy known to the lead agency, including issues raised by agencies and the public and issues to be resolved. These issues include the choice among alternatives and whether or how to mitigate significant effects. This section focuses on the major areas of importance in the environmental analysis for the proposed project and uses non-technical language to promote understanding.

## ES.2 PROJECT LOCATION

The City of Hercules is located in Contra Costa County in the San Francisco Bay Area. The city lies along the I-80 corridor, approximately 22 miles northeast of San Francisco and 57 miles southwest of Sacramento. Hercules is generally bounded by the unincorporated town of Rodeo to the north, the City of Pinole to the south, unincorporated Contra Costa County land to the east, and the southeast shoreline of San Pablo Bay to the west.

### ES.2.1 Sycamore Crossing

Sycamore Crossing is a vacant 14-acre site located adjacent to and south of Sycamore Avenue. The roughly triangular site is bounded by Sycamore Avenue on the north and northeast, Tsushima Street on the west, San Pablo Avenue on the south and southeast, and the intersection of San Pablo Avenue and Sycamore Avenue on the east. The Sycamore Crossing site is within the low-lying Refugio Valley area approximately 0.6 mile upland from San Pablo Bay.

### ES.2.2 Hill Town

Hill Town is a 44-acre site located east of and adjacent to San Pablo Avenue. The property consists of an abandoned petroleum tank farm and a storm water treatment facility with detention basins, a cell tower site, and vacant lands. The site is bounded by residential development on the north, by John Muir

Parkway and a Bay Area Rapid Transit (BART) Park and Ride lot on the south, by I-80 on the east, and by San Pablo Avenue and a business park on the west. The Hill Town site lies on the west-facing slopes of a ridge that forms the eastern boundary of Refugio Valley. The site lies approximately 0.5 mile from San Pablo Bay and overlooks both the bay and Refugio Valley.

### ES.3 PROJECT DESCRIPTION

The project area is located within the city limits of Hercules, California. The proposed project consists of:

1. An amendment to the Hercules Redevelopment Agency's currently adopted redevelopment plan known as the *Amended and Restated Redevelopment Plan for the Merged Dynamite and Project Area No. 2 Project Areas* (Redevelopment Plan). The amendment to the Redevelopment Plan is referred to as the "Updated 2009 Redevelopment Plan" and would replace the existing Redevelopment Plan. The amendments consist of:
  - Adding the Sycamore Crossing and Hill Town sites, approximately 58 acres of territory (Added Area). The Added Area is located within the City of Hercules west of Interstate 80 and adjacent to San Pablo Avenue.
  - Extending the time limit on the effectiveness of the Redevelopment Plan as it pertains to the Dynamite Project Area portion for 10 years. This extension will allow the Redevelopment Agency greater financial flexibility and capacity to implement redevelopment activities.
  - Reinstating eminent domain powers on limited portions of the Dynamite Project Area for a period of 12 years.
2. Amending the City's *General Plan* land use designations for Hill Town from Industrial to Planned Commercial-Residential and Sycamore Crossing from General Commercial to Planned Commercial-Residential.
3. Amending the City's zoning designations for Hill Town from Industrial to PC-R Planned Commercial Residential Mixed Use District and Sycamore Crossing from General Commercial to PC-R Planned Commercial Residential Mixed Use District.
4. Amending the City's Zoning Ordinance, Chapter 15, "PC-R Planned Commercial Residential Mixed Use District," to include "hotel" as a conditional use.

### ES.4 PROJECT OBJECTIVES

The goal of the Updated 2009 Redevelopment Plan is to eliminate blight on the Sycamore Crossing and Hill Town sites. The Updated Plan would also extend the time limit of the effectiveness of the plan in the Dynamite Project Area as well as reinstate eminent domain powers on certain parcels of land in Dynamite Project Area. Additionally, the purposes of including the Added Area are to expand the supply

of low-and-moderate-income housing, expand job opportunities for jobless, underemployed, and low-income persons, and provide an environment for the social, economic, and psychological growth and well-being of the residents of Hercules. The Updated 2009 Redevelopment Plan is intended to protect and promote the sound development of the entire redevelopment area and the general welfare of the residents in the adjacent and surrounding neighborhoods by remedying blighting conditions through the implementation of all appropriate programs and measures as identified in the proposed Preliminary Plan and in California Community Redevelopment Law.

## ES.5 SCOPE OF THIS EIR

The City of Hercules completed a preliminary review of the project, as described in Section 15060 of the *State CEQA Guidelines*, and determined that an EIR was required. Based on the preliminary review and the comments received at the scoping meeting and in response to the NOP, it was determined that the EIR would evaluate the following environmental topics in further detail:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Circulation
- Utilities and Service Systems

## ES.6 IMPACT SUMMARY

This EIR assesses each potentially significant impact to the environment that could result from implementation of the proposed project. A detailed discussion regarding potential impacts is provided in **Section 3.0, Environmental Setting, Impacts, and Mitigation Measures**. In accordance with the *State CEQA Guidelines*, a summary of the project's impacts is provided in **Table ES-1, Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance after Mitigation**, presented at the end of this section. Also provided in **Table ES-1** are mitigation measures that are recommended to avoid or reduce significant project impacts. The table indicates whether or not implementation of the recommended mitigation measures would reduce the level of impact to a less than significant level.

Significant and unavoidable impacts were identified in three areas: aesthetics (impacts to scenic resources and visual character), air quality (impacts related to consistency with the Clean Air Plan and emissions above Bay Area Air Quality Management District thresholds), and noise (increased ambient noise levels due to increased traffic along local roadways).

## ES.7 ALTERNATIVES TO THE PROPOSED PROJECT

The alternatives evaluated in this EIR focus on avoiding or further reducing potentially significant project impacts associated with aesthetics, air quality, biology, cultural resources, geology, hydrology and water quality, noise, and traffic and circulation as compared to the proposed project. Project alternatives evaluated in detail include the following:

**Alternative 1: No Project Alternative.** CEQA requires that a “No Project” alternative be considered. “No Project” is generally considered to be equivalent to a “no development” alternative. With this alternative, the proposed project would not be implemented. However, both the existing Redevelopment Plan Area and the Added Area are designated for development by the *General Plan*, and thus future development could be constructed within these areas if the Updated 2009 Redevelopment Plan were not adopted.

**Alternative 2: Reduced Density Alternative.** This alternative would include a reduced level of development on the Sycamore Crossing site, with approximately 100,000 square feet of retail space, 40 residential townhouses, a 180-room hotel, a 30,000-square-foot supermarket, 40,000 square feet of office space, and two multi-story garages. Access, parking, circulation, and landscape features would be generally similar to those included in the proposed project. Development of the Hill Town site was assumed to have the same number of residential units (640) as under the proposed project, but with fewer buildings and development more closely clustered primarily in the southern and eastern portions of the site to avoid visual intrusion above the dominant ridgeline.

The Reduced Density Alternative would amend the City’s existing Redevelopment Plan to include the Added Area and would include the same general plan amendments and zoning code amendments.

Detailed description of these alternatives and their comparative merits are presented in **Section 4.0** of this EIR. Based on the analysis presented in the EIR, Alternative 2, Reduced Density, is considered the Environmentally Superior Alternative (see **Section 4.0** of this EIR).

## **ES.8 ISSUES TO BE RESOLVED/AREAS OF CONTROVERSY**

This EIR addresses environmental issues associated with the proposed project that were raised during the public scoping meeting and/or in written scoping comments. More comprehensive descriptions of issues raised during project scoping are presented in the appropriate environmental analysis section of this EIR. Scoping comments received include potential impacts related to

- traffic and circulation, including public transit;
- the presence of petroleum pipelines and other utilities in the project area;
- water supply and water supply infrastructure; and
- the provision of wastewater treatment services.

**Table ES-1  
Summary Table of Impacts, Mitigation Measures, and Level of Significance after Mitigation**

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Aesthetics</b>			
<b>Impact Aes-1</b>		<b>Mitigation Measure AES-1</b>	
The proposed project would not result in a substantial adverse effect on scenic vistas.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Aes-2</b>		<b>Mitigation Measure AES-2</b>	
The proposed project could adversely affect scenic resources within a state scenic highway corridor.	Potentially Significant	<p><b>Mitigation Measure AES-2a:</b> Development on the Sycamore Crossing site and Hill Town site shall retain or replace the existing trees on site to the extent feasible.</p> <p><b>Mitigation Measure AES-2b:</b> Plantings that serve to screen views of residential development, or that help to maintain a natural-appearing landscape, shall be retained to the extent feasible. Such plants could be thinned selectively if thinning would improve view corridors. If specific trees are to be removed, such as eucalyptus trees, replace with trees, preferably native species, that will provide suitable screening while retaining the view corridor along San Pablo Avenue</p> <p><b>Mitigation Measure AES-2c:</b> Buildings on the Sycamore Crossing and Hill Town sites shall be sited so as to minimize view obstruction from sensitive viewpoints.</p> <p><b>Mitigation Measure AES-2d:</b> New development on the Sycamore Crossing and Hill Town sites shall be subject to the design review provisions of the Central Hercules Plan Regulating Code. New development shall avoid use of designs and materials that are inconsistent with the existing development along San Pablo Avenue and Sycamore Avenue in the vicinity of the project sites.</p>	Significant and Unavoidable

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Aesthetics (Continued)</b>			
<b>Impact Aes-2</b>		<b>Mitigation Measure AES-2 (continued)</b>	
		<p><b>Mitigation Measure AES-2e:</b> New development on the Hill Town site shall be consistent in form and exterior finishes with the natural surroundings and topography. Building height and placement on the site shall be designed to avoid obstruction of views of the ridgelines on the east and north sides of the site. The materials and color of exposed retaining walls shall be chosen to blend visually with the natural terrain.</p> <p><b>Mitigation Measure AES-2f:</b> Landscaping consistent with the existing terrain and landscaping of San Pablo Avenue and Sycamore Avenue shall be incorporated to soften the visual mass of the building frontages and parking areas. The developer of each specific development proposed within the Updated 2009 Redevelopment Area shall provide usable open space areas within the project.</p>	
<b>Impact Aes-3</b>		<b>Mitigation Measure AES-3</b>	
The proposed project would alter the existing visual character of the sites and could substantially degrade the existing visual character and quality of the site and its surroundings.	Potentially Significant	<b>Mitigation Measure AES-3:</b> Implement MM AES-2. No additional mitigation is feasible. Significance after Mitigation: Significant and unavoidable.	Significant and Unavoidable
<b>Impact Aes-4</b>		<b>Mitigation Measure AES-4</b>	
The proposed project would create a new source of light or glare that could adversely affect day or nighttime views in the area.	Potentially Significant	<b>Mitigation Measure AES-4a:</b> The parking areas on the Sycamore Crossing and Hill Town sites shall be screened with vegetation and/or trees.	Less than Significant with Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Aesthetics (Continued)</b>			
<b>Impact Aes-4</b>		<b>Mitigation Measure AES-4 (continued)</b>	
		<b>Mitigation Measure AES-4b:</b> The developer for the Sycamore Crossing and Hill Town sites shall use hooded and down-directed lights for nighttime illumination in parking areas, shipping and receiving docks, and other areas of the site as applicable.	
<b>Impact Aes-5</b>		<b>Mitigation Measure AES-5</b>	
Existing planned and approved projects in the City would not result in a cumulative visual resources impact.	Less than Significant	No mitigation measures required.	Less than Significant
<b>3.2 Air Quality</b>			
<b>Impact AQ-1</b>		<b>Mitigation Measure AQ-1</b>	
The proposed Updated 2009 Redevelopment Plan would conflict with or obstruct implementation of the applicable air quality plan.	Significant	<b>Mitigation Measure AQ-1:</b> The City shall provide updated population projections that include the growth in population as a result of the buildout of Sycamore Crossing and Hill Town sites to the Association of Bay Area Governments and BAAQMD to incorporate into the air quality planning for the Bay Area.	Significant and Unavoidable after Mitigation



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-2</b>		<b>Mitigation Measure AQ-2</b>	
<p>Demolition or construction activities permitted and/or facilitated by the proposed Updated 2009 Redevelopment Plan could generate construction-period exhaust emissions and fugitive dust that could temporarily affect local air quality.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure AQ-2:</b> For all discretionary grading, demolition, or construction activity in the Updated 2009 Redevelopment Plan Area, require implementation of the following dust control measures by construction contractors, where applicable:</p> <p>During demolition of existing structures:</p> <ol style="list-style-type: none"> <li>1. Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.</li> <li>2. Cover all trucks hauling demolition debris from the site.</li> <li>3. Use dust-proof chutes to load debris into trucks whenever debris being loaded is sufficiently elevated above the truck.</li> </ol> <p>During all construction phases:</p> <ol style="list-style-type: none"> <li>1. Water all active construction areas at least twice daily.</li> <li>2. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.</li> <li>3. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.</li> <li>4. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> </ol>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-2</b>		<b>Mitigation Measure AQ-2 (continued)</b>	
		<ol style="list-style-type: none"> <li>5. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>6. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>7. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>8. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>9. Limit traffic speeds on unpaved roads to 15 miles per hour.</li> <li>10. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>11. Replant vegetation in disturbed areas as quickly as possible.</li> </ol> <p>The following additional mitigation measures, which are recommended by the BAAQMD to reduce engine exhaust emissions, shall be considered for construction activities in the proposed Updated 2009 Redevelopment Plan area but are not required to reduce construction impacts to a less-than-significant level:</p> <ol style="list-style-type: none"> <li>1. Use alternative fueled construction equipment;</li> <li>2. Minimize idling time (5 minutes maximum);</li> <li>3. Maintain properly tuned equipment;</li> <li>4. Limit the hours of operation of heavy equipment and/or the amount of equipment in use.</li> </ol>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-3</b>		<b>Mitigation Measure AQ-3</b>	
<p>During construction and operation of the various development projects that would be facilitated by the proposed Redevelopment Plan, sensitive receptors could be exposed to toxic air contaminants.</p>	<p>Potentially Significant</p>	<p>The siting of residential uses on the Hill Town site in proximity to I-80 shall follow one or more of the following approaches to the satisfaction of the City of Hercules Planning Director:</p> <ol style="list-style-type: none"> <li>1. Site residential structures on the Hill Town site further than 500 feet from the nearest lane of I-80. This could be accomplished by placing open space, roads and/or parking along the eastern portion of the Hill Town site.</li> <li>2. Alternatively, air quality sampling studies or air quality modeling could be undertaken to establish an appropriate alternate residential setback from the freeway. The alternate residential setback must provide a reduction in exposure to toxic air contaminants equivalent to the 70% reduction upon which the CARB distance recommendation is based.</li> <li>3. A third alternative measure would be to provide mechanical ventilation to residences with filtration units to remove fine particulate at all residences within 500 feet of I-80. Since the CARB recommendation for a setback is based on a 70% reduction in particulate concentration, the air handling system shall have an efficiency of no less than 70% in removing particles less than 0.3 microns in diameter. Commercially available systems with this efficiency utilize either special pleated filter mediums or electrostatic filters to clean the air. These systems will increase project costs, increase energy consumption slightly, and will require regular maintenance.</li> </ol>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-4</b>		<b>Mitigation Measure AQ-4</b>	
Traffic generated by the development facilitated by the proposed Updated 2009 Redevelopment Plan would add to carbon monoxide concentrations near streets and intersections that provide access to the sites. However, these CO concentrations would not exceed state/federal ambient air quality standards at any of the study intersections.	Less than Significant	Implement <b>Mitigation Measure AQ-1</b> and <b>AQ-2</b> .	Less than Significant
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5</b>	
Development facilitated by the proposed Updated 2009 Redevelopment Plan would result in new air pollutant emissions within the air basin. The emissions from the new vehicle trips and area sources would exceed the BAAQMD thresholds of significance for regional pollutants, and would represent a significant impact that cannot be mitigated to a level of insignificance.	Significant	<p><b>Mitigation Measure AQ-5a:</b> All development shall be required to implement feasible BAAQMD mitigation measures for reducing vehicle and area source emissions from suburban residential projects. Feasible mitigation measures to reduce vehicle and area source emissions for a suburban residential development include:</p> <ol style="list-style-type: none"> <li>1. Provide bicycle lanes, sidewalks, and/or paths connecting project residences to adjacent schools, parks, nearest transit stop and nearby commercial areas.</li> <li>2. Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.</li> <li>3. Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.</li> </ol>	Significant and Unavoidable after Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5(continued)</b>	
		<p><b>Mitigation Measure AQ-5a:</b></p> <ol style="list-style-type: none"> <li>4. Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</li> <li>5. Eliminate wood burning fireplaces or devices. Install a gas outlet in proposed outdoor recreational fireplaces or pits. Offer as an option on homes to install a gas outlet for use with outdoor cooking appliances, such as a gas barbeque.</li> <li>6. Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods.</li> <li>7. Encourage the use of battery-powered or electrical landscaping equipment and discourage the use of leaf blowers and other dust-producing equipment by installing electrical outlets on the exterior walls of both the front and back of all residences and requiring home owners associations prohibit the use of leaf blowers.</li> </ol>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5(continued)</b>	
		<p>8. Landscape with drought resistant and low maintenance species of plants, trees, and shrubs to reduce the demand for gas-powered landscape maintenance equipment.</p> <p>9. Provide a 220-volt utility drop or other dedicated outlet that is adaptable for use by electric or rechargeable hybrid vehicles that are generally available to consumers.</p> <p><b>Mitigation Measure AQ-5b:</b> All commercial uses shall apply Transportation System Management measures to reduce trips and incorporate design features to reduce area source emissions. Appropriate strategies include:</p> <ol style="list-style-type: none"> <li>1. Provide physical improvements, such as sidewalk improvements, landscaping, and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel.</li> <li>2. Connect site with regional bikeway/pedestrian trail system.</li> <li>3. Provide transit information kiosks.</li> <li>4. Provide secure and conveniently located bicycle parking and storage for workers and patrons.</li> <li>5. Provide electric vehicle charging facilities.</li> </ol>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5(continued)</b>	
		<ul style="list-style-type: none"> <li>6. Provide preferential parking for Low Emission Vehicles (LEVs).</li> <li>7. Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</li> <li>8. Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods.</li> <li>9. Landscape with drought resistant and low maintenance species of plants, trees, and shrubs to reduce the demand for gas-powered landscape maintenance equipment.</li> </ul>	
<b>Impact AQ-6</b>		<b>Mitigation Measure AQ-6</b>	
Development facilitated by the proposed Updated 2009 Redevelopment Plan would generate greenhouse gases (GHGs) and would contribute to cumulative impacts of global climate change	Significant	<b>Mitigation Measure AQ-6:</b> The project's residential and commercial land uses as a whole shall achieve an energy efficiency standard equivalent to the California Energy Commission's Tier II standard.	Less than Significant after Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-7</b>		<b>Mitigation Measure AQ-7</b>	
Build-out of the proposed Updated 2009 Redevelopment Plan may generate mild odors from construction activities and typical residential and commercial operation and maintenance activities, such as vehicle/equipment operations, fertilizer, cooking, and household waste. However, the project would not expose a large number of people to objectionable odors.	Less than Significant	Implement <b>Mitigation Measure AQ-5 and AQ-6.</b>	Less than Significant
<b>Impact AQ-8</b>		<b>Mitigation Measure AQ-8</b>	
The proposed project could result in a cumulatively considerable net increase of PM <sub>10</sub> emissions, a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Significant	Implement <b>Mitigation Measure AQ-5 and AQ-6.</b>	Significant and Unavoidable



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources</b>			
<b>Impact Bio-1</b>		<b>Mitigation Measure Bio-1</b>	
<p>The proposed project could result in significant impacts to sensitive habitats and natural communities, including riparian habitats, intermittent drainage, and freshwater emergent wetlands.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure Bio-1a:</b> Prior to any specific project development approval, the project proponent shall contact the California Department of Fish and Game (CDFG) to identify the state jurisdictional status and extent of (1) the freshwater wetland and detainment pond features of the Hill Town site and (2) the intermittent drainage on the Sycamore Crossing site. Project plans shall identify all jurisdictional boundaries with a unique graphic symbol. No construction, landscape irrigation, paving, or other impermeable surface treatment shall be placed within any jurisdictional area or within a minimum of 25 feet (or other CDFG-identified appropriate buffer perimeter) beyond any jurisdictional boundary.</p> <p><b>Mitigation Measure Bio-1b:</b> Prior to any specific project development approval, the project proponent shall contact the California Department of Fish and Game (CDFG) to identify the state jurisdictional status and extent of (1) the freshwater wetland and detainment pond features of the Hill Town site and (2) the intermittent drainage on the Sycamore Crossing site. Project plans shall identify all jurisdictional boundaries with a unique graphic symbol. No construction, landscape irrigation, paving, or other impermeable surface treatment shall be placed within any jurisdictional area or within a minimum of 25 feet (or other CDFG-identified appropriate buffer perimeter) beyond any jurisdictional boundary. In the event of a conflict between responsible agency requirements for <b>Mitigation Measure BIO-1a</b> and <b>Mitigation Measure BIO-1b</b>, the larger buffer perimeter shall be established.</p>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-1</b>		<b>Mitigation Measure Bio-1(continued)</b>	
		<p><b>Mitigation Measure Bio-1c:</b> Certain project components, such as nature trails, wildlife observation areas, etc., may not be compatible with sensitive habitats. Prior to incorporating such features into project plans for Hill Town, the project proponent shall obtain permission from the USACE, the CDFG, and the Regional Water Quality Control Board, and agree to comply with permit-related conditions. Permission constitutes CWA Section 401 and 404 permits, and California Fish and Game Code Section 1600 Streambed Alteration Agreement, or other permit issued by the responsible agency. If any or all of these responsible agencies do not require permits for these features, then the project proponent shall obtain relevant approvals from the City of Hercules Planning and/or Parks and Recreation Department.</p> <p><b>Mitigation Measure Bio-1d:</b> Prior to issuance of grading permits for the Sycamore Crossing or Hill Town projects, the project proponent shall submit a fencing plan to the City of Hercules Planning Department for approval that corresponds to the USACE and/or CDFG-approved perimeter beyond the sensitive habitat areas described in <b>Mitigation Measures BIO-1a</b> and <b>BIO-1b</b> above, and install temporary construction fencing according to the approved plan. The fencing plan may be superimposed on the grading plan or may be a separate plan; if on a separate plan, the fencing plan shall show existing and proposed contour lines in the vicinity of the fence.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-2</b>		<b>Mitigation Measure Bio-2</b>	
<p>The proposed project could substantially affect candidate, sensitive or other special-status species, as identified in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure Bio-2a:</b> (special-status plants) (a) Prior to submission of grading plans, prior to any vegetation removal, and as feasible, during the late spring season from April through May, the project proponent shall engage a qualified botanist to conduct focused surveys for the Bent-flowered fiddleneck (<i>Amsinckia lunaris</i>), Fragrant fritillary (<i>Fritillaria liliacea</i>), and Diablo helianthella (<i>Helianthella castanea</i>) in the grassland and scrub habitat of the project sites. Surveys shall comply with the Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (CDFG 2000).(b) If the project botanist discovers any of these species, the individual plant locations shall be located on the site map with GPS UTM markers and flagged in the field. No grading plan review shall proceed until the project proponent informs the CDFG and commits to appropriate mitigation measures that meet the satisfaction of the CDFG, such as avoidance, creation of buffers, transplantation, or off site mitigation.</p>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-2</b>		<b>Mitigation Measure Bio-2(continued)</b>	
		<p><b>Mitigation Measure Bio-2b: (special-status animals)</b> (a) Prior to submission of grading plans, the project proponent shall engage a qualified biologist to conduct focused surveys for the Monarch Butterfly (<i>Danaus plexippus</i>), the Pallid Bat (<i>Antrozous pallidus</i>), and the Salt Marsh Common Yellowthroat (<i>Geothlypis trichas sinuosa</i>), and to identify any raptor species hunting or nesting in the project area. Surveys shall take place during the appropriate nesting/roosting and breeding periods for each listed species: for the Monarch Butterfly, during winter roosting period (October-February), for the Pallid Bat, during hibernation (December-April), for the Salt Marsh Common Yellowthroat, during breeding (March-September). Surveys shall comply with applicable CDFG protocols. (b) If the project biologist discovers any of these species, the species' nest or roosting locations shall be located on the site map with GPS UTM markers. No grading plan review shall proceed until the project proponent informs the CDFG and commits to appropriate mitigation measures that meet the satisfaction of the CDFG, such as avoidance, creation of buffers, transplantation, timing of construction activities to avoid active nests/roosts, or off-site mitigation.</p> <p><b>Mitigation Measure Bio-2c:</b> The project proponent for the Sycamore Crossing or Hill Town project shall engage a California-registered landscape architect and qualified botanist to prepare landscape plans for any project-area open space or manufactured slopes. The open-space and slope landscape plans shall use only region-specific native plants, and shall be designed to promote habitat value.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-3</b>		<b>Mitigation Measure Bio-3</b>	
The proposed project could potentially conflict with the City's General Plan Open Space and Conservation Element, Policy 2a and tree preservation ordinance, Ordinance No. 33.	Potentially Significant	<b>Mitigation Measure Bio-3:</b> Project proponents shall adhere to the requirements of the City's tree ordinance, Ordinance No. 33, which includes the submittal of a tree replacement plan to the City for approval.	Less than Significant with Mitigation
<b>Impact Bio-4</b>		<b>Mitigation Measure Bio-4</b>	
The proposed project along with other future development associated with the redevelopment plan could result in a cumulative impact to biological resources.	Potentially Significant	Site-specific mitigation measures, similar to <b>MM BIO-1</b> through <b>MM BIO-3</b> would reduce the cumulative impacts to the remaining listed species to less than significant levels, assuming the measures are incorporated for each development project. Wetland or other jurisdictional water may also be affected by the cumulative redevelopment plan, but avoidance or preservation would be regulated through site-specific mitigation measures and permits from the USACE and/or CDFG to minimize adverse effects. Therefore, with implementation of project mitigation measures, cumulative impacts to biological resources are considered less than significant.	Less than Significant with Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.4 Cultural Resources</b>			
<b>Impact Cult-1</b>		<b>Mitigation Measure CULT-1</b>	
<p>The proposed could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the <i>State CEQA Guidelines</i>.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure CULT-1:</b> If prehistoric or unique archaeological resources are discovered during construction of any projects undertaken as a result of the proposed Updated 2009 Redevelopment Plan, all work within a 50-foot radius of the find shall halt until a qualified archaeologist evaluates and determines the significance of the find pursuant to Section 15064.5 of the <i>State CEQA Guidelines</i> and until the finding can be fully investigated and proper protection measures, as determined by qualified experts, can be implemented. Work shall not resume within a 50-foot radius of the find until the project archaeologist states in writing that such work would not substantially affect the significance of an historical or unique archaeological resource pursuant to Section 15064.5 of the <i>State CEQA Guidelines</i> and the City of Hercules concurs with such finding. Construction of the project can continue outside of the 50-foot radius of the find, so long as such activities would not physically damage any discovered cultural resources or reduce the data recovery potential of the find.</p>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.4 Cultural Resources (Continued)</b>			
<b>Impact Cult-2</b>		<b>Mitigation Measure CULT-2</b>	
<p>The proposed project could potentially destroy unknown unique paleontological resources on the site.</p>		<p><b>Mitigation Measure CULT-2:</b> As part of the review of specific development proposals for either the Sycamore Crossing or Hill Town site and to the satisfaction of the City of Hercules, a paleontologist shall evaluate the geological conditions of the involved sites to determine the sensitivity of the sites for paleontological resources. If the sites are determined to be sensitive for vertebrate fossils or important marine invertebrate fossils, a paleontological monitoring program shall be implemented during the grading phases of the respective project, and during other construction activities that affect previously undisturbed soils, such as trenching for pipes and foundations. The paleontologist must be knowledgeable of the paleontological resources in Contra Costa County, must have the minimum of a Bachelor’s degree in paleontology or a related field, and must be prepared to perform data recovery tasks, analysis, and preparation of a technical report addressing any results of the program, if monitoring is deemed necessary. If necessary, the paleontological monitoring program must include the maintenance of daily field logs, the recovery of soil samples for micro-screening for small fossil remains, and the ability to remove vertebrate remains as they are identified (e.g. with proper location data and associations). In addition, a photographic record must be maintained over the course of the program and, if resources are found in a context too extensive for the monitoring program, the monitor must have the authority to halt any activities adversely impacting the resource, and arrange for the additional personnel needed to adequately manage the resources.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.4 Cultural Resources (Continued)</b>			
<b>Impact Cult-3</b>		<b>Mitigation Measure CULT-3</b>	
The proposed project could disturb previously unidentified human remains, including those interred outside of formal cemeteries.	Potentially Significant	<b>Mitigation Measure CULT-3:</b> If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Hercules Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.	Less than Significant with Mitigation
<b>Impact Cult-4</b>		<b>Mitigation Measure CULT-4</b>	
The proposed project, in conjunction with other reasonably foreseeable projects, would not result in a significant cumulative impact on cultural resources.	Less than Significant	No mitigation measure required	Less than Significant
<b>3.5 Geology and Soils</b>			
<b>Impact Geo-1</b>		<b>Mitigation Measure GEO-1</b>	
The proposed project could expose people and structures to substantial adverse effects related to seismic ground shaking.	Potentially Significant	<b>Mitigation Measure GEO-1:</b> A site-specific geotechnical investigation shall be required for any new development proposed within the Updated 2009 Redevelopment Area. Development proposed within the Updated 2009 Redevelopment Area shall conform to the provisions of current building codes and to the recommendations of the geotechnical investigations performed for proposed development. Structures for human habitation shall be designed to meet or exceed <i>California Uniform Building Code</i> standards for Seismic Zone 4.	Less than Significant with Mitigation



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.5 Geology and Soils (Continued)</b>			
<b>Impact Geo-2</b>		<b>Mitigation Measure GEO-2</b>	
The proposed project could expose people and structures to substantial adverse effects associated with seismic-related liquefaction or landslides	Potentially Significant	<p><b>Mitigation Measure GEO-2a:</b> Development of the proposed Hill Town project shall be subject to the recommendations of the site-specific geotechnical report for site preparation, grading, retaining wall construction, and foundation design.</p> <p><b>Mitigation Measure GEO-2b:</b> Prior to the recordation of the first final map, the project proponent of the Hill Town project shall form a Geologic Hazard Abatement District (GHAD) or annex into an existing GHAD for the purpose of identifying potential geologic hazards and carrying out measures to monitor and mitigate such hazards. The GHAD shall be fully operational and the assessments shall be established and in place before the final map is recorded. The project proponent shall provide adequate funding through its own source and/or through the GHAD assessments to cover a major event before the GHAD will accept responsibility. The amount of this obligation will be determined at the time the Plan of Control and Engineer’s Report is prepared for the GHAD. If a GHAD is determined by the City and project applicant to be infeasible, the project proponent shall assign these responsibilities to a similar entity.</p>	Less than Significant with Mitigation
<b>Impact Geo-3</b>		<b>Mitigation Measure GEO-3</b>	
The proposed project would not result in substantial soil erosion or loss of topsoil.	Less than Significant	No project-level mitigation measure required	Less than Significant
<b>Impact Geo-4</b>		<b>Mitigation Measure GEO-4</b>	
The proposed project is located on a geologic unit that may be unstable or could become unstable as a result of the project.	Less than Significant	<b>Mitigation Measure GEO-4: Mitigation Measures GEO-2a and GEO-2b</b> would reduce impacts related to unstable geologic units to a less than significant level.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.5 Geology and Soils (Continued)</b>			
<b>Impact Geo-5</b>		<b>Mitigation Measure GEO-5</b>	
Development within the proposed Updated 2009 Redevelopment Area could be located on expansive soils.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact Geo-6</b>		<b>Mitigation Measure GEO-6</b>	
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would place new structures and introduce an increased population in a seismically active region.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>3.6 Hazards and Hazardous Material</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1</b>	
The proposed project could involve hazardous material releases during the process of decommissioning and dismantling the industrial facilities within the Hill Town property.	Potentially Significant	<b>Mitigation Measure HAZ-1a:</b> Pre-decommissioning and Dismantling Assessment of Hazardous Material at the Hill Town Site. Prior to the decommissioning and dismantling of the remaining petroleum storage tank and any other equipment that contained hazardous materials at the Hill Town site, and to the satisfaction of the City of Hercules Planning and Public Works Directors, the project proponent shall retain qualified and licensed environmental professional(s) to perform a final assessment of the existing facility for the presence of petroleum hydrocarbons, asbestos, PCBs, mercury, lead, or other hazardous materials throughout the site, including inspecting the underground containment tank on the Hill Town site. If hazardous materials are identified at levels that require special handling, the Project Sponsors and their contractors shall manage these materials in accordance with applicable federal, State, and local regulations and guidelines, including those of the DTSC, BAAQMD, and Cal/OSHA.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<p><b>Mitigation Measure HAZ-1b:</b> Phase One Environmental Site Assessment for the Hill Town Site. Prior to the decommissioning and dismantling of the remaining petroleum storage tank and any other equipment that contained hazardous materials at the Hill Town site, and to the satisfaction of the City of Hercules Planning and Public Works Directors, the project proponent shall retain qualified and licensed environmental professional(s) to perform a Phase One Environmental Site Assessment, to confirm the search performed by Uribe and Associates in 1994, to discover if additional sites have been listed, and to recommend corrective action. This report shall be placed in the project file of all appropriate City departments. If the presence of recently listed sites would affect either project workers or future residents on the project site, the project proponent shall perform the corrective action the report recommends.</p> <p><b>Mitigation Measure HAZ-1c:</b> Work Plan and Implementation for the Decommissioning and Dismantling of the Industrial Facilities on the Hill Town Site.</p> <p>The following measures shall be required at the time development applications are filed with the City.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>• The project proponent shall retain qualified and licensed environmental professional(s) to prepare a work plan for the decommissioning and dismantling of the remaining industrial structures associated with the former tank farm. The work plan shall be submitted to the RWQCB and other appropriate regulatory agencies for review and approval prior to the decommissioning and dismantling work.</li> <li>• The work plan shall summarize previous environmental site remediation work and propose additional environmental work for the property to evaluate the lateral and vertical extent of petroleum-hydrocarbon impacted soil and groundwater beneath the site. The proposed method shall include the development of an adequate grid-sampling pattern for the subject site and appropriate laboratory analyses of the soil and groundwater samples collected from the borings.</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>• The work plan shall describe the procedures for decommissioning and dismantling of the remaining industrial structures and the removal and management of hazardous materials identified during the pre-decommissioning and dismantling assessments. Soil and groundwater containing hazardous materials at the project area, if identified, shall be remediated on-site or removed and transported to appropriate off-site facilities for treatment and/or disposal. Soil and groundwater affected by hazardous materials, if identified, shall be remediated or removed to levels below the ESLs established by the RWQCB and/or other applicable cleanup criteria for subsequent development of the project area to residential units.</li> <li>• If asbestos-containing materials (ACMs) are identified during the pre-decommissioning and dismantling assessment, an asbestos abatement plan, prepared by a certified asbestos consultant, shall be included in the facility decommissioning and dismantling work plan. The work plan shall also include a Sampling and Analysis Plan (SAP), a site Health and Safety Plan (HASp), a Storm Water Pollution Prevention Plan (SWPPP), an Air Monitoring Plan (AMP), a Transportation Plan (TP), and a Soil Management Plan (SMP) for post-decommissioning and dismantling construction activities. These plans are described below.</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>• If asbestos-containing materials (ACMs) are identified during the pre- decommissioning and dismantling assessment, an asbestos abatement plan, prepared by a certified asbestos consultant, shall be included in the facility decommissioning and dismantling work plan. The work plan shall also include a Sampling and Analysis Plan (SAP), a site Health and Safety Plan (HASP), a Storm Water Pollution Prevention Plan (SWPPP), an Air Monitoring Plan (AMP), a Transportation Plan (TP), and a Soil Management Plan (SMP) for post-decommissioning and dismantling construction activities. These plans are described below.               <ul style="list-style-type: none"> <li>- The SWPPP shall provide information of best management practices and other actions designed to mitigate potential impacts to storm water during construction activities at the site, including facility D&amp;D and site development activities. Dust control shall be addressed in this plan. The SWPPP shall be developed using guidelines provided by the State Water Resources Control Board (SWRCB) in the General Construction Activity Storm Water Permit (General Permit), in accordance with federal regulations for a National Pollution Discharge Elimination System (NPDES) permit.</li> </ul> </li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>- The AMP shall provide information about the collection and analysis of real-time air quality data at the work zone as well as site perimeter, including volatile organic compounds (VOCs) and dust. The data shall be evaluated using appropriate regulatory criteria, including Cal-OSHA standard limits and California Air Resource Board (CARB) ambient air quality standards. Action levels shall be developed and appropriate actions to be taken if action levels are exceeded shall be described in this plan.</li> <li>- The TP shall describe the destination of the hazardous materials and hazardous wastes, the designated route for transporting these materials from the site to the selected disposal and recycling facilities, the proposed staging area(s), procedures for loading and covering trucks, the estimated number and load capacity of trucks, anticipated hours of operation, and emergency procedures. Hazardous materials from the project site shall be transported in accordance with applicable regulations, including 49 Code of Federal Regulations (CFR) Parts 100–199 and 350–399 (42 U.S. Code 6901, et seq.); 40 CFR Parts 260–268; California Vehicle Code; California Hazardous Waste Control laws; and Health and Safety Code, Division 20 (CCR Title 22, Division 4.5).</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>- Based on analytical results, materials, if classified as California Hazardous Waste, shall be handled and transported in accordance with CCR Title 22, which includes waste generator requirements (i.e., manifests) and hazardous waste transporter requirements (i.e., valid registration, proof of insurance, and inspection of vehicles by the California Highway Patrol [CHP]).</li> <li>- The SMP shall address the handling and disposal of additional soil affected by hazardous materials, if identified during the post- decommissioning and dismantling construction activities of the project. The soil affected by hazardous materials shall be managed in accordance with applicable federal, State, and local regulations and guidelines.</li> <li>• If identified during the pre-decommissioning and dismantling assessments, hazardous materials shall be removed from the facility prior to the start of the decommissioning and dismantling work in accordance with state and federal safety standards for the transport and disposal of hazardous materials. This might include asbestos abatement, removal of transformers containing PCBs, removal of LBP, removal of the residual fuels in the ASTs for recycling, etc.</li> </ul>	



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-2</b>		<b>Mitigation Measure HAZ-2</b>	
<p>The proposed project could create a significant hazard to the public or the environment through the accidental upset or release of hazardous material from an existing petroleum pipeline located within the Hill Town property.</p>	<p>Less than Significant</p>	<p><b>Mitigation Measure HAZ-2e:</b> Consistent with pipeline operators’ standards, no buildings or other structures that could impede access shall be installed in any pipeline right-of-way.</p> <p><b>Mitigation Measure HAZ-2f:</b> The City shall permit pipeline operators with pipelines and pipeline rights-of-way adjacent to parcels subject to Tentative Map approval to review these maps.</p> <p><b>Mitigation Measure HAZ-2g:</b> Prior to the start of construction on any parcel that includes or is bordered by a pipeline or pipeline right-or-way or easement, the City shall consult with the Rodeo-Hercules Fire Protection District and the operator(s) of affected pipeline(s) regarding the adequacy of safety procedures for pipeline accidents.</p> <p><b>Mitigation Measure HAZ-2h:</b> The City shall consider a requirement that sponsors of residential development notify homeowners of the presence of adjacent or nearby pipelines.</p>	<p>Less than Significant</p>
<b>3.7 Hydrology and Water Quality</b>			
<b>Impact Hyd-1</b>		<b>Mitigation Measure HYD-1</b>	
<p>The proposed project would generate water pollutants, both as a result of construction activities and from urban stormwater runoff. However, compliance with all NPDES and SWMP requirements would ensure that water pollutants generated on site would remain at less-than-significant levels</p>	<p>Less than Significant</p>	<p>No mitigation measures required.</p>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.7 Hydrology and Water Quality (Continued)</b>			
<b>Impact Hyd-2</b>		<b>Mitigation Measure HYD-2</b>	
The proposed project would alter the drainage pattern of the West Branch of Refugio Creek on the Sycamore Crossing site and detention basins and drainage swale on the Hill Town site and could potentially cause or contribute to flooding.	Potentially Significant	<b>Mitigation Measure HYD-2:</b> Prior to the issuance of a grading or building permit for the Sycamore Crossing or Hill Town sites and to the satisfaction of the City Engineer, the project proponents shall prepare hydrology studies and drainage plans that calculate the existing and proposed stormwater runoff flows (i.e., cubic feet per second) of the sites and identify the stormwater drainage features (e.g., storm drains, catch basins, detention basins, etc.) required to accommodate future flows.	Less than Significant with Mitigation
<b>Impact Hyd-3</b>		<b>Mitigation Measure HYD-3</b>	
The portion of the Sycamore Crossing site within and surrounding the West Branch of Refugio Creek is within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). Development on the Sycamore Crossing site has the potential to place housing within the 100-year floodplain and redirect flood flows.	Potentially Significant	<b>Mitigation Measure HYD-3:</b> The placement of structures within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA), shall be prohibited. The City of Hercules shall not approve any building plans for structures within the existing FEMA-mapped floodplain unless FEMA approves a Letter of Map Revision (LOMR) that removes the area proposed for structures from the 100-year floodplain	Less than Significant with Mitigation
<b>3.8 Land Use and Planning</b>			
<b>Impact LU-1</b>		<b>Mitigation Measure LU-1</b>	
While the project proposes changes to the City's current General Plan land use and zoning designations, the proposed project would not conflict with the General Plan or any regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	No mitigation measures required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.8 Land Use and Planning (Continued)</b>			
<b>Impact LU-2</b>		<b>Mitigation Measure LU-2</b>	
Planned and approved projects within the City of Hercules would not result in a cumulative impact to land use and planning.	Less than Significant	No mitigation measures required.	Less than Significant
<b>3.9 Noise</b>			
<b>Impact Noise-1</b>		<b>Mitigation Measure NOISE-1</b>	
Implementation of the proposed Updated 2009 Redevelopment Plan would add new vehicle trips to the roadway network, but would not increase ambient noise levels in the project vicinity above acceptable levels.	Less than Significant	<p><b>Mitigation Measure NOISE-1:</b> The City of Hercules shall not issue a building permit for future projects in the proposed Updated 2009 Redevelopment Plan until a design-level noise study is completed that demonstrates that the proposed development would not cause noise exposures that exceed (1) 65 dB CNEL for common outdoor areas or (2) 45 dB CNEL for indoor residential uses.</p> <p><i>Sycamore Crossing:</i> To achieve these required noise levels on the Sycamore Crossing site, residential uses should be located in the northern portion of the site rather than along San Pablo Avenue. The design-level noise study required by this mitigation measure shall consider actual site plans and architectural plans and determine the exact noise attenuation features required to achieve the appropriate noise levels.</p>	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-1</b>		<b>Mitigation Measure NOISE-1 (continued)</b>	
		<p>At this time, the following noise attenuation design features are anticipated to be required for residential uses along Sycamore Avenue: (1) STC 28 to 32 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); and (2) alternative source of ventilation for residential structures as approved by a mechanical engineer. Should residential uses be considered along San Pablo Avenue on the Sycamore Crossing site, the following noise attenuation design features are anticipated to be required at this time: (1) common outdoor use areas located such that they are shielded from Sycamore and San Pablo Avenues by buildings or, if not shielded by buildings, 10- to 11-foot sound walls for the common outdoor use areas; (2) STC 35 to 38 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); (3) alternative source of ventilation for residential structures as approved by a mechanical engineer; and (4) notification to all potential homebuyers of night-time railroad operations.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-1</b>		<b>Mitigation Measure NOISE-1 (continued)</b>	
		<p><i>Hill Town:</i> To achieve the required noise levels on the Hill Town site, the design-level noise study required by this mitigation measure shall consider actual site plans and architectural plans and determine the exact noise attenuation features required to achieve the appropriate noise levels. At this time, the following noise attenuation design features are anticipated to be required for multi-family residential uses in the southern portion of the site along I-80/SR-4: (1) STC 36 to 39 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); (2) alternative source of ventilation for residential structures as approved by a mechanical engineer; and (3) outdoor use areas shielded by at least one or two rows of buildings or by a sound wall of at least 11 feet in height. At this time, the following noise attenuation design features are anticipated to be required for multi-family residential uses along San Pablo Avenue, (1) STC 33 to 36 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); (2) alternative source of ventilation for residential structures as approved by a mechanical engineer; and (3) common outdoor use areas shielded by at least one rows of buildings or by a sound wall of at least 8 to 9 feet in height.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-2</b>		<b>Mitigation Measure NOISE-2 (continued)</b>	
Future development of both the Sycamore Crossing and Hill Town sites may expose residents on site to noise generated by adjacent roadways and other noise sources, which could exceed the standards established in the State noise compatibility guidelines.	Potentially Significant	<b>Mitigation Measure NOISE-2:</b> In accordance with Title 24 of the <i>California Administrative Code</i> , the City of Hercules shall not issue a building permit for the proposed project if the interior community noise levels (CNEL) attributable to exterior sources exceed an annual CNEL of 45 dB in any habitable room with windows closed. Pursuant to Title 24, acoustical evaluations of proposed architectural plans will be required to ensure compliance with this requirement.	Less than Significant with Mitigation
<b>Impact Noise-3</b>		<b>Mitigation Measure NOISE-3</b>	
Future development in the proposed project area has the potential to temporarily increase ambient noise levels during construction of future projects. Additionally, future construction activities could generate ground borne noise or vibrations.	Significant	<p><b>Mitigation Measure NOISE-3a:</b> The City of Hercules shall ensure that where construction occurs near noise-sensitive areas (as determined by the Community Development Department), construction activities (including truck traffic) be scheduled for periods, according to construction permit to limit the impact on sensitive receptors. This may be done prior to start of construction and may be enforced throughout construction activities on both the Hill Town and Sycamore Crossing sites.</p> <p><b>Mitigation Measure NOISE-3b:</b> Prior to construction, the City of Hercules shall ensure that the applicant develop a construction schedule that minimizes potential cumulative construction noise impacts and accommodates particularly noisy periods for near-by sensitive receptors.</p> <p><b>Mitigation Measure NOISE-3c:</b> The City of Hercules shall ensure that during construction, where feasible, holes for driven piles be predrilled to reduce the level and duration of noise impacts. Where not feasible, pile drive shall be scheduled to avoid conflict with adjacent sensitive receptors.</p>	Less than Significant with Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-3</b>		<b>Mitigation Measure NOISE-3 (continued)</b>	
		<p><b>Mitigation Measure NOISE-3d:</b> Construction within 500 feet of a sensitive receptor shall require a noise study to identify the estimated level of construction noise. Where construction activities are estimated to exceed an ambient noise level of 70 dB CNEL, the City of Hercules shall ensure that prior to construction, the applicant construct temporary solid noise barriers between source and sensitive receptors to reduce off site propagation of construction noise.</p> <p><b>Mitigation Measure NOISE-3e:</b> Prior to construction, the applicant shall demonstrate, to the satisfaction of the City of Hercules, that internal combustion engines used for construction purposes to be equipped with a properly operating muffler of a type recommended by the manufacturer and all power tools by shielded.</p>	
<b>Impact Noise-4</b>		<b>Mitigation Measure NOISE-4</b>	
Traffic generated by the proposed project in conjunction with other past, present and reasonably foreseeable future development would increase ambient noise levels.	Potentially Significant	No additional mitigation is feasible	Significant and Unavoidable
<b>3.10 Population and Housing</b>			
<b>Impact Pop-1</b>		<b>Mitigation Measure POP-1</b>	
The proposed RDA-3, along with the proposed General Plan amendment and zone change, could lead to population growth. However, the potential growth that could occur as a result of the proposal would be consistent with the City's General Plan and overall planning efforts.	Less than Significant	No mitigation measures required	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.11 Public Services</b>			
<b>Impact Pub-1</b>		<b>Mitigation Measure PUB-1</b>	
The proposed project would be adequately served by existing City fire and emergency service facilities and would not require the construction of new facilities.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Pub-2</b>		<b>Mitigation Measure PUB-2</b>	
The proposed project would be adequately served by existing City police facilities and would not require the construction of new facilities	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Pub-3</b>		<b>Mitigation Measure PUB-3</b>	
The proposed project would facilitate the addition of new students to local schools; however, compliance with the requirements of state law will avoid a significant impact related to schools.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Pub-4</b>		<b>Mitigation Measure PUB-4</b>	
The proposed project would not increase the demand for the City's park and recreation facilities to the extent that new facilities would need to be constructed.	Less than Significant	No mitigation measures required.	Less than Significant



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation</b>			
<b>Impact Traf-1</b>		<b>Mitigation Measure TRAF-1</b>	
<p>Future development of the Updated 2009 Redevelopment Plan is expected to generate 5,950 daily vehicle trips, including 672 trips during the AM peak hour and 1,018 trips during the PM peak hour. These trips would cause the following intersections to operate at an unacceptable LOS: San Pablo Avenue at John Muir Parkway, San Pablo Avenue at Sycamore Avenue, San Pablo Avenue at Linus Pauling, Willow Avenue at Hercules Transit Center (HTC) E. Driveway, Willow Avenue at Eastbound I-80 SR-4 ramps, and Sycamore at S. Front Street</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure TRAF-1:</b> Contributions to the following intersection improvements shall be required of the proposed Hill Town and Sycamore Crossing developments:</p> <ul style="list-style-type: none"> <li>• <b>San Pablo/Sycamore:</b> Develop programs to encourage public transit use that will reduce vehicle trips by 10 percent for the intersection. – Mitigation required under project (Sub-scenario A) conditions.</li> <li>• <b>San Pablo/Linus Pauling:</b> Install traffic signals. Add left-turn and right-turn lanes into the site. Access driveway should provide two outbound lanes and one inbound lane. - Mitigation required under project (Sub-scenario A and B) conditions.</li> <li>• <b>Willow/BART Replacement Parking E. Driveway:</b> Install traffic signal plus widen Willow Avenue and add turn lanes on Willow. Coordinate mitigation with BART Replacement Parking improvement plan. - Mitigation required under project (Sub-scenario A) and 2035 conditions.</li> <li>• <b>Sycamore/S. Front:</b> Install traffic signals. Add a WB left-turn lane if a driveway for Sycamore Crossing is added to the intersection. Mitigation required under project (Sub-scenarios A and B) and 2035 conditions.</li> </ul> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. Prior to approval of a Final Planned Development Plan or Tentative Map, the project proponents for the Hill Town and Sycamore Crossing projects shall retain qualified and licensed traffic engineering professional(s) to determine specific mitigation requirements for each project, mitigation timing, and fair-share allocation of these improvements.</p>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-2</b>		<b>Mitigation Measure TRAF-2</b>	
Future development/redevelopment projects resulting from the proposed project would increase the parking demand. However, such future projects would be required to comply with the City's parking standards.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Traf-3</b>		<b>Mitigation Measure TRAF-3</b>	
Future development/redevelopment projects resulting from the proposed project have the potential to cause hazards due to design features. However, future projects would be required to comply with the City's design standards and fire codes, which would ensure that hazards would be prevented.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Traf-4</b>		<b>Mitigation Measure TRAF-4</b>	
Increased traffic congestion related to future development/redevelopment projects resulting from the proposed project could cause delays to or require increases in local public transit service.	Less than Significant	No mitigation measures required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-5</b>		<b>Mitigation Measure TRAF-5</b>	
<p>Implementation of the proposed the Updated 2009 Redevelopment Plan would add new vehicle trips to the roadway network, which would contribute to a substantial cumulative increase in traffic LOS in the project vicinity.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure TRAF-5:</b> Contributions to the following intersection improvements shall be required of the proposed Hill Town and Sycamore Crossing developments:</p> <ul style="list-style-type: none"> <li>• <b>San Pablo/John Muir:</b> Develop programs to encourage public transit use that will reduce vehicle trips by 15 percent for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift is assumed in the mitigation effectiveness analysis. – Mitigation required under 2035 Conditions.</li> <li>• <b>San Pablo/Sycamore:</b> Develop programs to encourage public transit use that will reduce 15 percent vehicle trips for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift traffic to and from Sycamore Ave. east of San Pablo is assumed in the mitigation effectiveness analysis. – Mitigation required under 2035 Conditions.</li> <li>• <b>San Pablo/Linus Pauling:</b> Install traffic signals. Add left-turn and right-turn lane into the site. Access driveway should provide two outbound lanes and one inbound lane (not required if mitigated under previous scenario). – Mitigation required under project (Sub-scenarios A and B) and 2035 Conditions.</li> </ul>	<p>Less than Significant with Mitigation</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-5</b>		<b>Mitigation Measure TRAF-5 (continued)</b>	
		<ul style="list-style-type: none"> <li>• <b>Willow/BART Replacement Parking E. Driveway:</b> Install traffic signal plus widen Willow Avenue and add turn lanes on Willow. Coordinate mitigation with BART Replacement Parking improvement plan. – Mitigation required under project (Sub-scenario A) and 2035 conditions.</li> <li>• <b>Sycamore/S. Front:</b> Install traffic signals. Add a westbound left-turn lane if a driveway for Sycamore Crossing is added to the intersection. – Mitigation required under project (Sub-scenarios A and B) and 2035 conditions.</li> <li>• <b>Sycamore/Palm:</b> Install traffic signals. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>WB SR4 off-ramp/Willow:</b> Install traffic signals. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>Willow/Palm:</b> Install traffic signals. Widen Willow and Palm approaches to two lanes in each direction. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-5</b>		<b>Mitigation Measure TRAF-5 (continued)</b>	
		<ul style="list-style-type: none"> <li>• <b>Sycamore/S. Front:</b> Install traffic signals and add a WB left-turn lane if a driveway for Sycamore Crossing is added to the intersection (not required if mitigated under a previous scenario). – Mitigation required under 2035 Conditions.</li> </ul> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. At the time of each specific project application, the project proponent shall retain qualified and licensed traffic engineering professional(s) to perform additional project-specific traffic analysis for the purpose of determining mitigation timing and fair-share allocation.</p> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. Prior to approval of a Final Planned Development Plan or Tentative Map, the project proponents for the Hill Town and Sycamore Crossing projects shall retain qualified and licensed traffic engineering professional(s) to determine specific mitigation requirements for each project, mitigation timing, and fair-share allocation of these improvements.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.13 Utilities and Service Systems</b>			
<b>Impact USS-1</b>		<b>Mitigation Measure USS-1</b>	
<p>Future buildout of the Updated 2009 Redevelopment Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, but could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or increase future wastewater generation beyond wastewater treatment capacity.</p>	Potentially Significant	<p><b>Mitigation Measure USS-1:</b> Prior to the approval of any subsequent development projects within the proposed Redevelopment Project Area, a project applicant shall obtain confirmation from the wastewater treatment provider that adequate wastewater treatment capacity is available to serve such development. Such confirmation will be placed in the project file of all appropriate City Departments.</p>	Less than Significant with Mitigation
<b>Impact USS-2</b>		<b>Mitigation Measure USS-2</b>	
<p>The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significance environmental effects.</p>	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact USS-3</b>		<b>Mitigation Measure USS-3</b>	
<p>Future buildout of the proposed project would result in an increase in water demand, but individual projects would be required to ensure that sufficient water supply is available to meet project demands prior to project approval.</p>	Potentially Significant	<p><b>Mitigation Measure USS-3:</b> Prior to development, proponents of projects subject to the requirements for water supply assessments shall be required, as a condition of project approval, to obtain a water supply assessment evaluating the proposed development's water demand and the corresponding supply to determine if new or expanded water entitlements or water infrastructure would be needed to serve the development.</p>	Less than Significant with Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.13 Utilities and Service Systems (Continued)</b>			
<b>Impact USS-4</b>		<b>Mitigation Measure USS-4</b>	
Future buildout of the proposed redevelopment project area would result in an increase solid waste generation, but would not exceed landfill capacity, nor would it fail to comply with federal, state, and local statues and regulations related to solid waste.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact USS-5</b>		<b>Mitigation Measure USS-5</b>	
Implementation of the proposed Updated 2009 Redevelopment Plan would not contribute to a substantial cumulative impact on utilities and service systems.	Less than Significant	No mitigation measures required.	Less than Significant

**Table ES-1  
Summary Table of Impacts, Mitigation Measures, and Level of Significance after Mitigation**

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Aesthetics</b>			
<b>Impact Aes-1</b>		<b>Mitigation Measure AES-1</b>	
The proposed project would not result in a substantial adverse effect on scenic vistas.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Aes-2</b>		<b>Mitigation Measure AES-2</b>	
The proposed project could adversely affect scenic resources within a state scenic highway corridor.	Potentially Significant	<p><b>Mitigation Measure AES-2a:</b> Development on the Sycamore Crossing site and Hill Town site shall retain or replace the existing trees on site to the extent feasible.</p> <p><b>Mitigation Measure AES-2b:</b> Plantings that serve to screen views of residential development, or that help to maintain a natural-appearing landscape, shall be retained to the extent feasible. Such plants could be thinned selectively if thinning would improve view corridors. If specific trees are to be removed, such as eucalyptus trees, replace with trees, preferably native species, that will provide suitable screening while retaining the view corridor along San Pablo Avenue</p> <p><b>Mitigation Measure AES-2c:</b> Buildings on the Sycamore Crossing and Hill Town sites shall be sited so as to minimize view obstruction from sensitive viewpoints.</p> <p><b>Mitigation Measure AES-2d:</b> New development on the Sycamore Crossing and Hill Town sites shall be subject to the design review provisions of the Central Hercules Plan Regulating Code. New development shall avoid use of designs and materials that are inconsistent with the existing development along San Pablo Avenue and Sycamore Avenue in the vicinity of the project sites.</p>	Significant and Unavoidable



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Aesthetics (Continued)</b>			
<b>Impact Aes-2</b>		<b>Mitigation Measure AES-2 (continued)</b>	
		<p><b>Mitigation Measure AES-2e:</b> New development on the Hill Town site shall be consistent in form and exterior finishes with the natural surroundings and topography. Building height and placement on the site shall be designed to avoid obstruction of views of the ridgelines on the east and north sides of the site. The materials and color of exposed retaining walls shall be chosen to blend visually with the natural terrain.</p> <p><b>Mitigation Measure AES-2f:</b> Landscaping consistent with the existing terrain and landscaping of San Pablo Avenue and Sycamore Avenue shall be incorporated to soften the visual mass of the building frontages and parking areas. The developer of each specific development proposed within the Updated 2009 Redevelopment Area shall provide usable open space areas within the project.</p>	
<b>Impact Aes-3</b>		<b>Mitigation Measure AES-3</b>	
The proposed project would alter the existing visual character of the sites and could substantially degrade the existing visual character and quality of the site and its surroundings.	Potentially Significant	<b>Mitigation Measure AES-3:</b> Implement MM AES-2. No additional mitigation is feasible.	Significant and Unavoidable
<b>Impact Aes-4</b>		<b>Mitigation Measure AES-4</b>	
The proposed project would create a new source of light or glare that could adversely affect day or nighttime views in the area.	Potentially Significant	<b>Mitigation Measure AES-4a:</b> The parking areas on the Sycamore Crossing and Hill Town sites shall be screened with vegetation and/or trees.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.1 Aesthetics (Continued)</b>			
<b>Impact Aes-4</b>		<b>Mitigation Measure AES-4 (continued)</b>	
		<b>Mitigation Measure AES-4b:</b> The developer for the Sycamore Crossing and Hill Town sites shall use hooded and down-directed lights for nighttime illumination in parking areas, shipping and receiving docks, and other areas of the site as applicable.	
<b>Impact Aes-5</b>		<b>Mitigation Measure AES-5</b>	
Existing planned and approved projects in the City would not result in a cumulative visual resources impact.	Less than Significant	No mitigation measures required.	Less than Significant
<b>3.2 Air Quality</b>			
<b>Impact AQ-1</b>		<b>Mitigation Measure AQ-1</b>	
The proposed Updated 2009 Redevelopment Plan would conflict with or obstruct implementation of the applicable air quality plan.	Significant	<b>Mitigation Measure AQ-1:</b> The City shall provide updated population projections that include the growth in population as a result of the buildout of Sycamore Crossing and Hill Town sites to the Association of Bay Area Governments and BAAQMD to incorporate into the air quality planning for the Bay Area.	Significant and Unavoidable after Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-2</b>		<b>Mitigation Measure AQ-2</b>	
<p>Demolition or construction activities permitted and/or facilitated by the proposed Updated 2009 Redevelopment Plan could generate construction-period exhaust emissions and fugitive dust that could temporarily affect local air quality.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure AQ-2:</b> For all discretionary grading, demolition, or construction activity in the Updated 2009 Redevelopment Plan Area, require implementation of the following dust control measures by construction contractors, where applicable:</p> <p>During demolition of existing structures:</p> <ol style="list-style-type: none"> <li>1. Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.</li> <li>2. Cover all trucks hauling demolition debris from the site.</li> <li>3. Use dust-proof chutes to load debris into trucks whenever debris being loaded is sufficiently elevated above the truck.</li> </ol> <p>During all construction phases:</p> <ol style="list-style-type: none"> <li>1. Water all active construction areas at least twice daily.</li> <li>2. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.</li> <li>3. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.</li> <li>4. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> </ol>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-2</b>		<b>Mitigation Measure AQ-2 (continued)</b>	
		<ol style="list-style-type: none"> <li>5. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>6. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>7. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>8. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>9. Limit traffic speeds on unpaved roads to 15 miles per hour.</li> <li>10. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>11. Replant vegetation in disturbed areas as quickly as possible.</li> </ol> <p>The following additional mitigation measures, which are recommended by the BAAQMD to reduce engine exhaust emissions, shall be considered for construction activities in the proposed Updated 2009 Redevelopment Plan area but are not required to reduce construction impacts to a less-than-significant level:</p> <ol style="list-style-type: none"> <li>1. Use alternative fueled construction equipment;</li> <li>2. Minimize idling time (5 minutes maximum);</li> <li>3. Maintain properly tuned equipment;</li> <li>4. Limit the hours of operation of heavy equipment and/or the amount of equipment in use.</li> </ol>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-3</b>		<b>Mitigation Measure AQ-3</b>	
<p>During construction and operation of the various development projects that would be facilitated by the proposed Redevelopment Plan, sensitive receptors could be exposed to toxic air contaminants.</p>	<p>Potentially Significant</p>	<p>The siting of residential uses on the Hill Town site in proximity to I-80 shall follow one or more of the following approaches to the satisfaction of the City of Hercules Planning Director:</p> <ol style="list-style-type: none"> <li>1. Site residential structures on the Hill Town site further than 500 feet from the nearest lane of I-80. This could be accomplished by placing open space, roads and/or parking along the eastern portion of the Hill Town site.</li> <li>2. Alternatively, air quality sampling studies or air quality modeling could be undertaken to establish an appropriate alternate residential setback from the freeway. The alternate residential setback must provide a reduction in exposure to toxic air contaminants equivalent to the 70% reduction upon which the CARB distance recommendation is based.</li> <li>3. A third alternative measure would be to provide mechanical ventilation to residences with filtration units to remove fine particulate at all residences within 500 feet of I-80. Since the CARB recommendation for a setback is based on a 70% reduction in particulate concentration, the air handling system shall have an efficiency of no less than 70% in removing particles less than 0.3 microns in diameter. Commercially available systems with this efficiency utilize either special pleated filter mediums or electrostatic filters to clean the air. These systems will increase project costs, increase energy consumption slightly, and will require regular maintenance.</li> </ol>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-4</b>		<b>Mitigation Measure AQ-4</b>	
Traffic generated by the development facilitated by the proposed Updated 2009 Redevelopment Plan would add to carbon monoxide concentrations near streets and intersections that provide access to the sites. However, these CO concentrations would not exceed state/federal ambient air quality standards at any of the study intersections.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5</b>	
Development facilitated by the proposed Updated 2009 Redevelopment Plan would result in new air pollutant emissions within the air basin. The emissions from the new vehicle trips and area sources would exceed the BAAQMD thresholds of significance for regional pollutants, and would represent a significant impact that cannot be mitigated to a level of insignificance.	Significant	<p><b>Mitigation Measure AQ-5a:</b> All development shall be required to implement feasible BAAQMD mitigation measures for reducing vehicle and area source emissions from suburban residential projects. Feasible mitigation measures to reduce vehicle and area source emissions for a suburban residential development include:</p> <ol style="list-style-type: none"> <li>1. Provide bicycle lanes, sidewalks, and/or paths connecting project residences to adjacent schools, parks, nearest transit stop and nearby commercial areas.</li> <li>2. Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.</li> <li>3. Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.</li> </ol>	Significant and Unavoidable after Mitigation

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5 (continued)</b>	
		<p><b>Mitigation Measure AQ-5a:</b></p> <ol style="list-style-type: none"> <li>4. Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</li> <li>5. Eliminate wood burning fireplaces or devices. Install a gas outlet in proposed outdoor recreational fireplaces or pits. Offer as an option on homes to install a gas outlet for use with outdoor cooking appliances, such as a gas barbeque.</li> <li>6. Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods.</li> <li>7. Encourage the use of battery-powered or electrical landscaping equipment and discourage the use of leaf blowers and other dust-producing equipment by installing electrical outlets on the exterior walls of both the front and back of all residences and requiring home owners associations prohibit the use of leaf blowers.</li> </ol>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5(continued)</b>	
		<p>8. Landscape with drought resistant and low maintenance species of plants, trees, and shrubs to reduce the demand for gas-powered landscape maintenance equipment.</p> <p>9. Provide a 220-volt utility drop or other dedicated outlet that is adaptable for use by electric or rechargeable hybrid vehicles that are generally available to consumers.</p> <p><b>Mitigation Measure AQ-5b:</b> All commercial uses shall apply Transportation System Management measures to reduce trips and incorporate design features to reduce area source emissions. Appropriate strategies include:</p> <ol style="list-style-type: none"> <li>1. Provide physical improvements, such as sidewalk improvements, landscaping, and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel.</li> <li>2. Connect site with regional bikeway/pedestrian trail system.</li> <li>3. Provide transit information kiosks.</li> <li>4. Provide secure and conveniently located bicycle parking and storage for workers and patrons.</li> <li>5. Provide electric vehicle charging facilities.</li> </ol>	



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-5</b>		<b>Mitigation Measure AQ-5 (continued)</b>	
		<ul style="list-style-type: none"> <li>6. Provide preferential parking for Low Emission Vehicles (LEVs).</li> <li>7. Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</li> <li>8. Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods.</li> <li>9. Landscape with drought resistant and low maintenance species of plants, trees, and shrubs to reduce the demand for gas-powered landscape maintenance equipment.</li> </ul>	
<b>Impact AQ-6</b>		<b>Mitigation Measure AQ-6</b>	
Development facilitated by the proposed Updated 2009 Redevelopment Plan would generate greenhouse gases (GHGs) and would contribute to cumulative impacts of global climate change	Significant	<b>Mitigation Measure AQ-6:</b> The project's residential and commercial land uses as a whole shall achieve an energy efficiency standard equivalent to the California Energy Commission's Tier II standard.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.2 Air Quality (Continued)</b>			
<b>Impact AQ-7</b>		<b>Mitigation Measure AQ-7</b>	
Build-out of the proposed Updated 2009 Redevelopment Plan may generate mild odors from construction activities and typical residential and commercial operation and maintenance activities, such as vehicle/equipment operations, fertilizer, cooking, and household waste. However, the project would not expose a large number of people to objectionable odors.	Less than Significant	Implement <b>Mitigation Measure AQ-5 and AQ-6.</b>	Less than Significant
<b>Impact AQ-8</b>		<b>Mitigation Measure AQ-8</b>	
The proposed project could result in a cumulatively considerable net increase of PM <sub>10</sub> emissions, a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Significant	Implement <b>Mitigation Measure AQ-5 and AQ-6.</b>	Significant and Unavoidable

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources</b>			
<b>Impact Bio-1</b>		<b>Mitigation Measure Bio-1</b>	
<p>The proposed project could result in significant impacts to sensitive habitats and natural communities, including riparian habitats, intermittent drainage, and freshwater emergent wetlands.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure Bio-1a:</b> Prior to any specific project development approval, the project proponent shall contact the California Department of Fish and Game (CDFG) to identify the state jurisdictional status and extent of (1) the freshwater wetland and detainment pond features of the Hill Town site and (2) the intermittent drainage on the Sycamore Crossing site. Project plans shall identify all jurisdictional boundaries with a unique graphic symbol. No construction, landscape irrigation, paving, or other impermeable surface treatment shall be placed within any jurisdictional area or within a minimum of 25 feet (or other CDFG-identified appropriate buffer perimeter) beyond any jurisdictional boundary.</p> <p><b>Mitigation Measure Bio-1b:</b> Prior to any specific project development approval, the project proponent shall contact the California Department of Fish and Game (CDFG) to identify the state jurisdictional status and extent of (1) the freshwater wetland and detainment pond features of the Hill Town site and (2) the intermittent drainage on the Sycamore Crossing site. Project plans shall identify all jurisdictional boundaries with a unique graphic symbol. No construction, landscape irrigation, paving, or other impermeable surface treatment shall be placed within any jurisdictional area or within a minimum of 25 feet (or other CDFG-identified appropriate buffer perimeter) beyond any jurisdictional boundary. In the event of a conflict between responsible agency requirements for <b>Mitigation Measure BIO-1a</b> and <b>Mitigation Measure BIO-1b</b>, the larger buffer perimeter shall be established.</p>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-1</b>		<b>Mitigation Measure Bio-1 (continued)</b>	
		<p><b>Mitigation Measure Bio-1c:</b> Certain project components, such as nature trails, wildlife observation areas, etc., may not be compatible with sensitive habitats. Prior to incorporating such features into project plans for Hill Town, the project proponent shall obtain permission from the USACE, the CDFG, and the Regional Water Quality Control Board, and agree to comply with permit-related conditions. Permission constitutes CWA Section 401 and 404 permits, and California Fish and Game Code Section 1600 Streambed Alteration Agreement, or other permit issued by the responsible agency. If any or all of these responsible agencies do not require permits for these features, then the project proponent shall obtain relevant approvals from the City of Hercules Planning and/or Parks and Recreation Department.</p> <p><b>Mitigation Measure Bio-1d:</b> Prior to issuance of grading permits for the Sycamore Crossing or Hill Town projects, the project proponent shall submit a fencing plan to the City of Hercules Planning Department for approval that corresponds to the USACE and/or CDFG-approved perimeter beyond the sensitive habitat areas described in <b>Mitigation Measures BIO-1a</b> and <b>BIO-1b</b> above, and install temporary construction fencing according to the approved plan. The fencing plan may be superimposed on the grading plan or may be a separate plan; if on a separate plan, the fencing plan shall show existing and proposed contour lines in the vicinity of the fence.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-2</b>		<b>Mitigation Measure Bio-2</b>	
<p>The proposed project could substantially affect candidate, sensitive or other special-status species, as identified in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	Potentially Significant	<p><b>Mitigation Measure Bio-2a:</b> (special-status plants) (a) Prior to submission of grading plans, prior to any vegetation removal, and as feasible, during the late spring season from April through May, the project proponent shall engage a qualified botanist to conduct focused surveys for the Bent-flowered fiddleneck (<i>Amsinckia lunaris</i>), Fragrant fritillary (<i>Fritillaria liliacea</i>), and Diablo helianthella (<i>Helianthella castanea</i>) in the grassland and scrub habitat of the project sites. Surveys shall comply with the Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (CDFG 2000).(b) If the project botanist discovers any of these species, the individual plant locations shall be located on the site map with GPS UTM markers and flagged in the field. No grading plan review shall proceed until the project proponent informs the CDFG and commits to appropriate mitigation measures that meet the satisfaction of the CDFG, such as avoidance, creation of buffers, transplantation, or off site mitigation.</p>	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-2</b>		<b>Mitigation Measure Bio-2 (continued)</b>	
		<p><b>Mitigation Measure Bio-2b: (special-status animals)</b> (a) Prior to submission of grading plans, the project proponent shall engage a qualified biologist to conduct focused surveys for the Monarch Butterfly (<i>Danaus plexippus</i>), the Pallid Bat (<i>Antrozous pallidus</i>), and the Salt Marsh Common Yellowthroat (<i>Geothlypis trichas sinuosa</i>), and to identify any raptor species hunting or nesting in the project area. Surveys shall take place during the appropriate nesting/roosting and breeding periods for each listed species: for the Monarch Butterfly, during winter roosting period (October-February), for the Pallid Bat, during hibernation (December-April), for the Salt Marsh Common Yellowthroat, during breeding (March-September). Surveys shall comply with applicable CDFG protocols. (b) If the project biologist discovers any of these species, the species' nest or roosting locations shall be located on the site map with GPS UTM markers. No grading plan review shall proceed until the project proponent informs the CDFG and commits to appropriate mitigation measures that meet the satisfaction of the CDFG, such as avoidance, creation of buffers, transplantation, timing of construction activities to avoid active nests/roosts, or off-site mitigation.</p> <p><b>Mitigation Measure Bio-2c:</b> The project proponent for the Sycamore Crossing or Hill Town project shall engage a California-registered landscape architect and qualified botanist to prepare landscape plans for any project-area open space or manufactured slopes. The open-space and slope landscape plans shall use only region-specific native plants, and shall be designed to promote habitat value.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.3 Biological Resources (Continued)</b>			
<b>Impact Bio-3</b>		<b>Mitigation Measure Bio-3</b>	
The proposed project could potentially conflict with the City's General Plan Open Space and Conservation Element, Policy 2a and tree preservation ordinance, Ordinance No. 33.	Potentially Significant	<b>Mitigation Measure Bio-3:</b> Project proponents shall adhere to the requirements of the City's tree ordinance, Ordinance No. 33, which includes the submittal of a tree replacement plan to the City for approval.	Less than Significant
<b>Impact Bio-4</b>		<b>Mitigation Measure Bio-4</b>	
The proposed project along with other future development associated with the redevelopment plan could result in a cumulative impact to biological resources.	Potentially Significant	Site-specific mitigation measures, similar to <b>MM BIO-1</b> through <b>MM BIO-3</b> would reduce the cumulative impacts to the remaining listed species to less than significant levels, assuming the measures are incorporated for each development project. Wetland or other jurisdictional water may also be affected by the cumulative redevelopment plan, but avoidance or preservation would be regulated through site-specific mitigation measures and permits from the USACE and/or CDFG to minimize adverse effects.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.4 Cultural Resources</b>			
<b>Impact Cult-1</b>		<b>Mitigation Measure CULT-1</b>	
<p>The proposed could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the <i>State CEQA Guidelines</i>.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure CULT-1:</b> If prehistoric or unique archaeological resources are discovered during construction of any projects undertaken as a result of the proposed Updated 2009 Redevelopment Plan, all work within a 50-foot radius of the find shall halt until a qualified archaeologist evaluates and determines the significance of the find pursuant to Section 15064.5 of the <i>State CEQA Guidelines</i> and until the finding can be fully investigated and proper protection measures, as determined by qualified experts, can be implemented. Work shall not resume within a 50-foot radius of the find until the project archaeologist states in writing that such work would not substantially affect the significance of an historical or unique archaeological resource pursuant to Section 15064.5 of the <i>State CEQA Guidelines</i> and the City of Hercules concurs with such finding. Construction of the project can continue outside of the 50-foot radius of the find, so long as such activities would not physically damage any discovered cultural resources or reduce the data recovery potential of the find.</p>	<p>Less than Significant</p>



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.4 Cultural Resources (Continued)</b>			
<b>Impact Cult-2</b>		<b>Mitigation Measure CULT-2</b>	
<p>The proposed project could potentially destroy unknown unique paleontological resources on the site.</p>		<p><b>Mitigation Measure CULT-2:</b> As part of the review of specific development proposals for either the Sycamore Crossing or Hill Town site and to the satisfaction of the City of Hercules, a paleontologist shall evaluate the geological conditions of the involved sites to determine the sensitivity of the sites for paleontological resources. If the sites are determined to be sensitive for vertebrate fossils or important marine invertebrate fossils, a paleontological monitoring program shall be implemented during the grading phases of the respective project, and during other construction activities that affect previously undisturbed soils, such as trenching for pipes and foundations. The paleontologist must be knowledgeable of the paleontological resources in Contra Costa County, must have the minimum of a Bachelor’s degree in paleontology or a related field, and must be prepared to perform data recovery tasks, analysis, and preparation of a technical report addressing any results of the program, if monitoring is deemed necessary. If necessary, the paleontological monitoring program must include the maintenance of daily field logs, the recovery of soil samples for micro-screening for small fossil remains, and the ability to remove vertebrate remains as they are identified (e.g. with proper location data and associations). In addition, a photographic record must be maintained over the course of the program and, if resources are found in a context too extensive for the monitoring program, the monitor must have the authority to halt any activities adversely impacting the resource, and arrange for the additional personnel needed to adequately manage the resources.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.4 Cultural Resources (Continued)</b>			
<b>Impact Cult-3</b>		<b>Mitigation Measure CULT-3</b>	
The proposed project could disturb previously unidentified human remains, including those interred outside of formal cemeteries.	Potentially Significant	<b>Mitigation Measure CULT-3:</b> If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Hercules Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.	Less than Significant
<b>Impact Cult-4</b>		<b>Mitigation Measure CULT-4</b>	
The proposed project, in conjunction with other reasonably foreseeable projects, would not result in a significant cumulative impact on cultural resources.	Less than Significant	No mitigation measure required	Less than Significant
<b>3.5 Geology and Soils</b>			
<b>Impact Geo-1</b>		<b>Mitigation Measure GEO-1</b>	
The proposed project could expose people and structures to substantial adverse effects related to seismic ground shaking.	Potentially Significant	<b>Mitigation Measure GEO-1:</b> A site-specific geotechnical investigation shall be required for any new development proposed within the Updated 2009 Redevelopment Area. Development proposed within the Updated 2009 Redevelopment Area shall conform to the provisions of current building codes and to the recommendations of the geotechnical investigations performed for proposed development. Structures for human habitation shall be designed to meet or exceed <i>California Uniform Building Code</i> standards for Seismic Zone 4.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.5 Geology and Soils (Continued)</b>			
<b>Impact Geo-2</b>		<b>Mitigation Measure GEO-2</b>	
The proposed project could expose people and structures to substantial adverse effects associated with seismic-related liquefaction or landslides	Potentially Significant	<p><b>Mitigation Measure GEO-2a:</b> Development of the proposed Hill Town project shall be subject to the recommendations of the site-specific geotechnical report for site preparation, grading, retaining wall construction, and foundation design.</p> <p><b>Mitigation Measure GEO-2b:</b> Prior to the recordation of the first final map, the project proponent of the Hill Town project shall form a Geologic Hazard Abatement District (GHAD) or annex into an existing GHAD for the purpose of identifying potential geologic hazards and carrying out measures to monitor and mitigate such hazards. The GHAD shall be fully operational and the assessments shall be established and in place before the final map is recorded. The project proponent shall provide adequate funding through its own source and/or through the GHAD assessments to cover a major event before the GHAD will accept responsibility. The amount of this obligation will be determined at the time the Plan of Control and Engineer’s Report is prepared for the GHAD. If a GHAD is determined by the City and project applicant to be infeasible, the project proponent shall assign these responsibilities to a similar entity.</p>	Less than Significant
<b>Impact Geo-3</b>		<b>Mitigation Measure GEO-3</b>	
The proposed project would not result in substantial soil erosion or loss of topsoil.	Less than Significant	No project-level mitigation measure required	Less than Significant
<b>Impact Geo-4</b>		<b>Mitigation Measure GEO-4</b>	
The proposed project is located on a geologic unit that may be unstable or could become unstable as a result of the project.	Less than Significant	<b>Mitigation Measure GEO-4: Mitigation Measures GEO-2a and GEO-2b</b> would reduce impacts related to unstable geologic units to a less than significant level.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.5 Geology and Soils (Continued)</b>			
<b>Impact Geo-5</b>		<b>Mitigation Measure GEO-5</b>	
Development within the proposed Updated 2009 Redevelopment Area could be located on expansive soils.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact Geo-6</b>		<b>Mitigation Measure GEO-6</b>	
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would place new structures and introduce an increased population in a seismically active region.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>3.6 Hazards and Hazardous Material</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1</b>	
The proposed project could involve hazardous material releases during the process of decommissioning and dismantling the industrial facilities within the Hill Town property.	Potentially Significant	<b>Mitigation Measure HAZ-1a:</b> Prior to the decommissioning and dismantling of the remaining petroleum storage tank and any other equipment that contained hazardous materials at the Hill Town site, and to the satisfaction of the City of Hercules Planning and Public Works Directors, the project proponent shall retain qualified and licensed environmental professional(s) to perform a final assessment of the existing facility for the presence of petroleum hydrocarbons, asbestos, PCBs, mercury, lead, or other hazardous materials throughout the site, including inspecting the underground containment tank on the Hill Town site. If hazardous materials are identified at levels that require special handling, the Project Sponsors and their contractors shall manage these materials in accordance with applicable federal, State, and local regulations and guidelines, including those of the DTSC, BAAQMD, and Cal/OSHA.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<p><b>Mitigation Measure HAZ-1b:</b> Prior to the decommissioning and dismantling of the remaining petroleum storage tank and any other equipment that contained hazardous materials at the Hill Town site, and to the satisfaction of the City of Hercules Planning and Public Works Directors, the project proponent shall retain qualified and licensed environmental professional(s) to perform a Phase One Environmental Site Assessment, to confirm the search performed by Uribe and Associates in 1994, to discover if additional sites have been listed, and to recommend corrective action. This report shall be placed in the project file of all appropriate City departments. If the presence of recently listed sites would affect either project workers or future residents on the project site, the project proponent shall perform the corrective action the report recommends.</p> <p><b>Mitigation Measure HAZ-1c:</b></p> <p>The following measures shall be required at the time development applications are filed with the City.</p> <ul style="list-style-type: none"> <li>• The project proponent shall retain qualified and licensed environmental professional(s) to prepare a work plan for the decommissioning and dismantling of the remaining industrial structures associated with the former tank farm. The work plan shall be submitted to the RWQCB and other appropriate regulatory agencies for review and approval prior to the decommissioning and dismantling work.</li> <li>• The work plan shall summarize previous environmental site remediation work and propose additional environmental work for the property to evaluate the lateral and vertical extent of petroleum-hydrocarbon</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<p>impacted soil and groundwater beneath the site. The proposed method shall include the development of an adequate grid-sampling pattern for the subject site and appropriate laboratory analyses of the soil and groundwater samples collected from the borings. The work plan shall describe the procedures for decommissioning and dismantling of the remaining industrial structures and the removal and management of hazardous materials identified during the pre-decommissioning and dismantling assessments. Soil and groundwater containing hazardous materials at the project area, if identified, shall be remediated on-site or removed and transported to appropriate off-site facilities for treatment and/or disposal. Soil and groundwater affected by hazardous materials, if identified, shall be remediated or removed to levels below the ESLs established by the RWQCB and/or other applicable cleanup criteria for subsequent development of the project area to residential units.</p> <ul style="list-style-type: none"> <li>• If asbestos-containing materials (ACMs) are identified during the pre-decommissioning and dismantling assessment, an asbestos abatement plan, prepared by a certified asbestos consultant, shall be included in the facility decommissioning and dismantling work plan. The work plan shall also include a Sampling and Analysis Plan (SAP), a site Health and Safety Plan (HASp), a Storm Water Pollution Prevention Plan (SWPPP), an Air Monitoring Plan (AMP), a Transportation Plan (TP), and a Soil Management Plan (SMP) for post-decommissioning and dismantling construction activities. These plans are described below.</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>- The SWPPP shall provide information of best management practices and other actions designed to mitigate potential impacts to storm water during construction activities at the site, including facility D&amp;D and site development activities. Dust control shall be addressed in this plan. The SWPPP shall be developed using guidelines provided by the State Water Resources Control Board (SWRCB) in the General Construction Activity Storm Water Permit (General Permit), in accordance with federal regulations for a National Pollution Discharge Elimination System (NPDES) permit.</li> <li>- The AMP shall provide information about the collection and analysis of real-time air quality data at the work zone as well as site perimeter, including volatile organic compounds (VOCs) and dust. The data shall be evaluated using appropriate regulatory criteria, including Cal-OSHA standard limits and California Air Resource Board (CARB) ambient air quality standards. Action levels shall be developed and appropriate actions to be taken if action levels are exceeded shall be described in this plan.</li> <li>- The TP shall describe the destination of the hazardous materials and hazardous wastes, the designated route for transporting these materials from the site to the selected disposal and recycling facilities, the proposed staging area(s), procedures for loading and covering trucks, the estimated number and load capacity of trucks, anticipated hours of operation, and emergency procedures. Hazardous materials from the project site shall be transported in accordance with applicable</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p>regulations, including 49 Code of Federal Regulations (CFR) Parts 100–199 and 350–399 (42 U.S. Code 6901, et seq.); 40 CFR Parts 260–268; California Vehicle Code; California Hazardous Waste Control laws; and Health and Safety Code, Division 20 (CCR Title 22, Division 4.5).</p> <ul style="list-style-type: none"> <li>– Based on analytical results, materials, if classified as California Hazardous Waste, shall be handled and transported in accordance with CCR Title 22, which includes waste generator requirements (i.e., manifests) and hazardous waste transporter requirements (i.e., valid registration, proof of insurance, and inspection of vehicles by the California Highway Patrol [CHP]).</li> <li>– The SMP shall address the handling and disposal of additional soil affected by hazardous materials, if identified during the post- decommissioning and dismantling construction activities of the project. The soil affected by hazardous materials shall be managed in accordance with applicable federal, State, and local regulations and guidelines.</li> <li>• If identified during the pre-decommissioning and dismantling assessments, hazardous materials shall be removed from the facility prior to the start of the decommissioning and dismantling work in accordance with state and federal safety standards for the transport and disposal of hazardous materials. This might include asbestos abatement, removal of transformers containing PCBs, removal of LBP, removal of the residual fuels in the ASTs for recycling, etc.</li> </ul>	



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-2</b>		<b>Mitigation Measure HAZ-2</b>	
<p>The proposed project could create a significant hazard to the public or the environment through the accidental upset or release of hazardous material from an existing petroleum pipeline located within the Hill Town property.</p>	<p>Less than Significant</p>	<p><b>Mitigation Measure HAZ-2e:</b> Consistent with pipeline operators’ standards, no buildings or other structures that could impede access shall be installed in any pipeline right-of-way.</p> <p><b>Mitigation Measure HAZ-2f:</b> The City shall permit pipeline operators with pipelines and pipeline rights-of-way adjacent to parcels subject to Tentative Map approval to review these maps.</p> <p><b>Mitigation Measure HAZ-2g:</b> Prior to the start of construction on any parcel that includes or is bordered by a pipeline or pipeline right-or-way or easement, the City shall consult with the Rodeo-Hercules Fire Protection District and the operator(s) of affected pipeline(s) regarding the adequacy of safety procedures for pipeline accidents.</p> <p><b>Mitigation Measure HAZ-2h:</b> The City shall consider a requirement that sponsors of residential development notify homeowners of the presence of adjacent or nearby pipelines.</p>	<p>Less than Significant</p>
<b>Impact Haz-3</b>		<b>Mitigation Measure HAZ-3</b>	
<p>The proposed project would not create a significant hazard to the public or the environment through the routine use, transport and disposal of household hazardous materials.</p>	<p>Less than Significant</p>	<p>No mitigation measures required.</p>	<p>Less than Significant</p>
<b>Impact Haz-4</b>		<b>Mitigation Measure HAZ-4</b>	
<p>The proposed project could interfere with local emergency response plans, particularly during decommissioning and dismantling of the industrial facilities on the Hill Town site and project construction.</p>	<p>Less than Significant</p>	<p>No mitigation measures required.</p>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Impact Haz-5</b>		<b>Mitigation Measure HAZ-5</b>	
Site remediation activities on the Hill Town site could result in hazardous material transport along a city street where a school is located.	Potentially Significant	<b>Mitigation Measure HAZ-5:</b> The remediation plan for the Hill Town site shall include a detailed transportation route for all materials removed from the site. This route shall, to the maximum extent feasible, avoid all existing and proposed school sites by a minimum of 0.25 mile from the boundary of any such site. The project proponent shall submit a map showing this route for the City’s approval prior to initiating remediation work.	Less than Significant
<b>3.7 Hydrology and Water Quality</b>			
<b>Impact Hyd-1</b>		<b>Mitigation Measure HYD-1</b>	
The proposed project would generate water pollutants, both as a result of construction activities and from urban stormwater runoff. However, compliance with all NPDES and SWMP requirements would ensure that water pollutants generated on site would remain at less-than-significant levels	Less than Significant	No mitigation measures required.	Less than Significant
<b>3.7 Hydrology and Water Quality (Continued)</b>			
<b>Impact Hyd-2</b>		<b>Mitigation Measure HYD-2</b>	
The proposed project would alter the drainage pattern of the West Branch of Refugio Creek on the Sycamore Crossing site and detention basins and drainage swale on the Hill Town site and could potentially cause or contribute to flooding.	Potentially Significant	<b>Mitigation Measure HYD-2:</b> Prior to the issuance of a grading or building permit for the Sycamore Crossing or Hill Town sites and to the satisfaction of the City Engineer, the project proponents shall prepare hydrology studies and drainage plans that calculate the existing and proposed stormwater runoff flows (i.e., cubic feet per second) of the sites and identify the stormwater drainage features (e.g., storm drains, catch basins, detention basins, etc.) required to accommodate future flows.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Impact Hyd-3</b>		<b>Mitigation Measure HYD-3</b>	
The portion of the Sycamore Crossing site within and surrounding the West Branch of Refugio Creek is within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). Development on the Sycamore Crossing site has the potential to place housing within the 100-year floodplain and redirect flood flows.	Potentially Significant	<b>Mitigation Measure HYD-3:</b> The placement of structures within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA), shall be prohibited. The City of Hercules shall not approve any building plans for structures within the existing FEMA-mapped floodplain unless FEMA approves a Letter of Map Revision (LOMR) that removes the area proposed for structures from the 100-year floodplain	Less than Significant
<b>3.8 Land Use and Planning</b>			
<b>Impact LU-1</b>		<b>Mitigation Measure LU-1</b>	
While the project proposes changes to the City’s current General Plan land use and zoning designations, the proposed project would not conflict with the General Plan or any regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	No mitigation measures required.	Less than Significant
<b>3.8 Land Use and Planning (Continued)</b>			
<b>Impact LU-2</b>		<b>Mitigation Measure LU-2</b>	
Planned and approved projects within the City of Hercules would not result in a cumulative impact to land use and planning.	Less than Significant	No mitigation measures required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise</b>			
<b>Impact Noise-1</b>		<b>Mitigation Measure NOISE-1</b>	
<p>Implementation of the proposed Updated 2009 Redevelopment Plan would add new vehicle trips to the roadway network, but would not increase ambient noise levels in the project vicinity above acceptable levels.</p>	<p>Less than Significant</p>	<p><b>Mitigation Measure NOISE-1:</b> The City of Hercules shall not issue a building permit for future projects in the proposed Updated 2009 Redevelopment Plan until a design-level noise study is completed that demonstrates that the proposed development would not cause noise exposures that exceed (1) 65 dB CNEL for common outdoor areas or (2) 45 dB CNEL for indoor residential uses.</p> <p><i>Sycamore Crossing:</i> To achieve these required noise levels on the Sycamore Crossing site, residential uses should be located in the northern portion of the site rather than along San Pablo Avenue. The design-level noise study required by this mitigation measure shall consider actual site plans and architectural plans and determine the exact noise attenuation features required to achieve the appropriate noise levels.</p>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-1</b>		<b>Mitigation Measure NOISE-1 (continued)</b>	
		<p>At this time, the following noise attenuation design features are anticipated to be required for residential uses along Sycamore Avenue: (1) STC 28 to 32 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); and (2) alternative source of ventilation for residential structures as approved by a mechanical engineer. Should residential uses be considered along San Pablo Avenue on the Sycamore Crossing site, the following noise attenuation design features are anticipated to be required at this time: (1) common outdoor use areas located such that they are shielded from Sycamore and San Pablo Avenues by buildings or, if not shielded by buildings, 10- to 11-foot sound walls for the common outdoor use areas; (2) STC 35 to 38 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); (3) alternative source of ventilation for residential structures as approved by a mechanical engineer; and (4) notification to all potential homebuyers of night-time railroad operations.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-1</b>		<b>Mitigation Measure NOISE-1 (continued)</b>	
		<p><i>Hill Town:</i> To achieve the required noise levels on the Hill Town site, the design-level noise study required by this mitigation measure shall consider actual site plans and architectural plans and determine the exact noise attenuation features required to achieve the appropriate noise levels. At this time, the following noise attenuation design features are anticipated to be required for multi-family residential uses in the southern portion of the site along I-80/SR-4: (1) STC 36 to 39 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); (2) alternative source of ventilation for residential structures as approved by a mechanical engineer; and (3) outdoor use areas shielded by at least one or two rows of buildings or by a sound wall of at least 11 feet in height. At this time, the following noise attenuation design features are anticipated to be required for multi-family residential uses along San Pablo Avenue, (1) STC 33 to 36 windows and exterior doors (if sound walls are built, windows and exterior doors at the ground floors could require STC ratings that are about 5 fewer points); (2) alternative source of ventilation for residential structures as approved by a mechanical engineer; and (3) common outdoor use areas shielded by at least one rows of buildings or by a sound wall of at least 8 to 9 feet in height.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-2</b>		<b>Mitigation Measure NOISE-2 (continued)</b>	
Future development of both the Sycamore Crossing and Hill Town sites may expose residents on site to noise generated by adjacent roadways and other noise sources, which could exceed the standards established in the State noise compatibility guidelines.	Potentially Significant	<b>Mitigation Measure NOISE-2:</b> In accordance with Title 24 of the <i>California Administrative Code</i> , the City of Hercules shall not issue a building permit for the proposed project if the interior community noise levels (CNEL) attributable to exterior sources exceed an annual CNEL of 45 dB in any habitable room with windows closed. Pursuant to Title 24, acoustical evaluations of proposed architectural plans will be required to ensure compliance with this requirement.	Less than Significant
<b>Impact Noise-3</b>		<b>Mitigation Measure NOISE-3</b>	
Future development in the proposed project area has the potential to temporarily increase ambient noise levels during construction of future projects. Additionally, future construction activities could generate ground borne noise or vibrations.	Significant	<p><b>Mitigation Measure NOISE-3a:</b> The City of Hercules shall ensure that where construction occurs near noise-sensitive areas (as determined by the Community Development Department), construction activities (including truck traffic) be scheduled for periods, according to construction permit to limit the impact on sensitive receptors. This may be done prior to start of construction and may be enforced throughout construction activities on both the Hill Town and Sycamore Crossing sites.</p> <p><b>Mitigation Measure NOISE-3b:</b> Prior to construction, the City of Hercules shall ensure that the applicant develop a construction schedule that minimizes potential cumulative construction noise impacts and accommodates particularly noisy periods for near-by sensitive receptors.</p> <p><b>Mitigation Measure NOISE-3c:</b> The City of Hercules shall ensure that during construction, where feasible, holes for driven piles be predrilled to reduce the level and duration of noise impacts. Where not feasible, pile drive shall be scheduled to avoid conflict with adjacent sensitive receptors.</p>	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.9 Noise (Continued)</b>			
<b>Impact Noise-3</b>		<b>Mitigation Measure NOISE-3 (continued)</b>	
		<p><b>Mitigation Measure NOISE-3d:</b> Construction within 500 feet of a sensitive receptor shall require a noise study to identify the estimated level of construction noise. Where construction activities are estimated to exceed an ambient noise level of 70 dB CNEL, the City of Hercules shall ensure that prior to construction, the applicant construct temporary solid noise barriers between source and sensitive receptors to reduce off site propagation of construction noise.</p> <p><b>Mitigation Measure NOISE-3e:</b> Prior to construction, the applicant shall demonstrate, to the satisfaction of the City of Hercules, that internal combustion engines used for construction purposes to be equipped with a properly operating muffler of a type recommended by the manufacturer and all power tools by shielded.</p>	
<b>Impact Noise-4</b>		<b>Mitigation Measure NOISE-4</b>	
Traffic generated by the proposed project in conjunction with other past, present and reasonably foreseeable future development would increase ambient noise levels.	Potentially Significant	No additional mitigation is feasible.	Significant and Unavoidable
<b>3.10 Population and Housing</b>			
<b>Impact Pop-1</b>		<b>Mitigation Measure POP-1</b>	
The proposed RDA-3, along with the proposed General Plan amendment and zone change, could lead to population growth. However, the potential growth that could occur as a result of the proposal would be consistent with the City's General Plan and overall planning efforts.	Less than Significant	No mitigation measures required.	Less than Significant



Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.11 Public Services</b>			
<b>Impact Pub-1</b>		<b>Mitigation Measure PUB-1</b>	
The proposed project would be adequately served by existing City fire and emergency service facilities and would not require the construction of new facilities.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Pub-2</b>		<b>Mitigation Measure PUB-2</b>	
The proposed project would be adequately served by existing City police facilities and would not require the construction of new facilities	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Pub-3</b>		<b>Mitigation Measure PUB-3</b>	
The proposed project would facilitate the addition of new students to local schools; however, compliance with the requirements of state law will avoid a significant impact related to schools.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Pub-4</b>		<b>Mitigation Measure PUB-4</b>	
The proposed project would not increase the demand for the City's park and recreation facilities to the extent that new facilities would need to be constructed.	Less than Significant	No mitigation measures required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation</b>			
<b>Impact Traf-1</b>		<b>Mitigation Measure TRAF-1</b>	
<p>Future development of the Updated 2009 Redevelopment Plan is expected to generate 5,950 daily vehicle trips, including 672 trips during the AM peak hour and 1,018 trips during the PM peak hour. These trips would cause the following intersections to operate at an unacceptable LOS: San Pablo Avenue at John Muir Parkway, San Pablo Avenue at Sycamore Avenue, San Pablo Avenue at Linus Pauling, Willow Avenue at Hercules Transit Center (HTC) E. Driveway, Willow Avenue at Eastbound I-80 SR-4 ramps, and Sycamore at S. Front Street</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure TRAF-1:</b> Contributions to the following intersection improvements shall be required of the proposed Hill Town and Sycamore Crossing developments:</p> <ul style="list-style-type: none"> <li>• <b>San Pablo/Sycamore:</b> Develop programs to encourage public transit use that will reduce vehicle trips by 10 percent for the intersection. – Mitigation required under project (Sub-scenario A) conditions.</li> <li>• <b>San Pablo/Linus Pauling:</b> Install traffic signals. Add left-turn and right-turn lanes into the site. Access driveway should provide two outbound lanes and one inbound lane. - Mitigation required under project (Sub-scenario A and B) conditions.</li> <li>• <b>Willow/BART Replacement Parking E. Driveway:</b> Install traffic signal plus widen Willow Avenue and add turn lanes on Willow. Coordinate mitigation with BART Replacement Parking improvement plan. - Mitigation required under project (Sub-scenario A) and 2035 conditions.</li> <li>• <b>Sycamore/S. Front:</b> Install traffic signals. Add a WB left-turn lane if a driveway for Sycamore Crossing is added to the intersection. Mitigation required under project (Sub-scenarios A and B) and 2035 conditions.</li> </ul> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. Prior to approval of a Final Planned Development Plan or Tentative Map, the project proponents for the Hill Town and Sycamore Crossing projects shall retain qualified and licensed traffic engineering professional(s) to determine specific mitigation requirements for each project, mitigation timing, and fair-share allocation of these improvements.</p>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-2</b>		<b>Mitigation Measure TRAF-2</b>	
Future development/redevelopment projects resulting from the proposed project would increase the parking demand. However, such future projects would be required to comply with the City's parking standards.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Traf-3</b>		<b>Mitigation Measure TRAF-3</b>	
Future development/redevelopment projects resulting from the proposed project have the potential to cause hazards due to design features. However, future projects would be required to comply with the City's design standards and fire codes, which would ensure that hazards would be prevented.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact Traf-4</b>		<b>Mitigation Measure TRAF-4</b>	
Increased traffic congestion related to future development/redevelopment projects resulting from the proposed project could cause delays to or require increases in local public transit service.	Less than Significant	No mitigation measures required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-5</b>		<b>Mitigation Measure TRAF-5</b>	
<p>Implementation of the proposed the Updated 2009 Redevelopment Plan would add new vehicle trips to the roadway network, which would contribute to a substantial cumulative increase in traffic LOS in the project vicinity.</p>	<p>Potentially Significant</p>	<p><b>Mitigation Measure TRAF-5:</b> Contributions to the following intersection improvements shall be required of the proposed Hill Town and Sycamore Crossing developments:</p> <ul style="list-style-type: none"> <li>• <b>San Pablo/John Muir:</b> Develop programs to encourage public transit use that will reduce vehicle trips by 15 percent for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift is assumed in the mitigation effectiveness analysis. – Mitigation required under 2035 Conditions.</li> <li>• <b>San Pablo/Sycamore:</b> Develop programs to encourage public transit use that will reduce 15 percent vehicle trips for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift traffic to and from Sycamore Ave. east of San Pablo is assumed in the mitigation effectiveness analysis. – Mitigation required under 2035 Conditions.</li> <li>• <b>San Pablo/Linus Pauling:</b> Install traffic signals. Add left-turn and right-turn lane into the site. Access driveway should provide two outbound lanes and one inbound lane (not required if mitigated under previous scenario). – Mitigation required under project (Sub-scenarios A and B) and 2035 Conditions.</li> </ul>	<p>Less than Significant</p>

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-5</b>		<b>Mitigation Measure TRAF-5 (continued)</b>	
		<ul style="list-style-type: none"> <li>• <b>Willow/BART Replacement Parking E. Driveway:</b> Install traffic signal plus widen Willow Avenue and add turn lanes on Willow. Coordinate mitigation with BART Replacement Parking improvement plan. – Mitigation required under project (Sub-scenario A) and 2035 conditions.</li> <li>• <b>Sycamore/S. Front:</b> Install traffic signals. Add a westbound left-turn lane if a driveway for Sycamore Crossing is added to the intersection. – Mitigation required under project (Sub-scenarios A and B) and 2035 conditions.</li> <li>• <b>Sycamore/Palm:</b> Install traffic signals. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>WB SR4 off-ramp/Willow:</b> Install traffic signals. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>Willow/Palm:</b> Install traffic signals. Widen Willow and Palm approaches to two lanes in each direction. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> </ul>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.12 Transportation (Continued)</b>			
<b>Impact Traf-5</b>		<b>Mitigation Measure TRAF-5 (continued)</b>	
		<ul style="list-style-type: none"> <li>• <b>Sycamore/S. Front:</b> Install traffic signals and add a WB left-turn lane if a driveway for Sycamore Crossing is added to the intersection (not required if mitigated under a previous scenario). – Mitigation required under 2035 Conditions.</li> </ul> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. At the time of each specific project application, the project proponent shall retain qualified and licensed traffic engineering professional(s) to perform additional project-specific traffic analysis for the purpose of determining mitigation timing and fair-share allocation.</p> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. Prior to approval of a Final Planned Development Plan or Tentative Map, the project proponents for the Hill Town and Sycamore Crossing projects shall retain qualified and licensed traffic engineering professional(s) to determine specific mitigation requirements for each project, mitigation timing, and fair-share allocation of these improvements.</p>	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.13 Utilities and Service Systems</b>			
<b>Impact USS-1</b>		<b>Mitigation Measure USS-1</b>	
<p>Future buildout of the Updated 2009 Redevelopment Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, but could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or increase future wastewater generation beyond wastewater treatment capacity.</p>	Potentially Significant	<p><b>Mitigation Measure USS-1:</b> Prior to the approval of any subsequent development projects within the proposed Redevelopment Project Area, a project applicant shall obtain confirmation from the wastewater treatment provider that adequate wastewater treatment capacity is available to serve such development. Such confirmation will be placed in the project file of all appropriate City Departments.</p>	Less than Significant
<b>Impact USS-2</b>		<b>Mitigation Measure USS-2</b>	
<p>The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significance environmental effects.</p>	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact USS-3</b>		<b>Mitigation Measure USS-3</b>	
<p>Future buildout of the proposed project would result in an increase in water demand, but individual projects would be required to ensure that sufficient water supply is available to meet project demands prior to project approval.</p>	Potentially Significant	<p><b>Mitigation Measure USS-3:</b> Prior to development, proponents of projects subject to the requirements for water supply assessments shall be required to obtain a water supply assessment confirming the proposed development’s water demand and documenting adequate supply.</p>	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.13 Utilities and Service Systems (Continued)</b>			
<b>Impact USS-4</b>		<b>Mitigation Measure USS-4</b>	
Future buildout of the proposed redevelopment project area would result in an increase solid waste generation, but would not exceed landfill capacity, nor would it fail to comply with federal, state, and local statues and regulations related to solid waste.	Less than Significant	No mitigation measures required.	Less than Significant
<b>Impact USS-5</b>		<b>Mitigation Measure USS-5</b>	
Implementation of the proposed Updated 2009 Redevelopment Plan would not contribute to a substantial cumulative impact on utilities and service systems.	Less than Significant	No mitigation measures required.	Less than Significant