

Final Initial Study and Mitigated Negative Declaration

East Contra Costa Courthouse
Pittsburg, California

Prepared for:
Judicial Council of California

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LIST OF ACRONYMS

ABAG	Association of Bay Area Governments
ACM	Abestos-containing materials
AOC	Administrative Office of the Courts
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
BMPs	Best Management Practices
CCFPD	Contra Costa Fire Protection District
CCTA	Contra Costa Transportation Authority
CCWD	Contra Costa Water District
CEQA	California Environmental Quality Act
CHRIS	California Historic Research Information System
CO	Carbon monoxide
dB	Decibels
DDSD	Delta Diablo Sanitation District
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
GQ	Governmental and Quasipublic
HVAC	Heating, Ventilation, and Air Conditioning
LOS	Level of Service
mgd	Million gallons per day
NPDES	National Pollutant Discharge Elimination System
O ₃	Ozone
OSHA	Occupational Safety and Health Administration
PCC	City of Pittsburg Community Center
PFCU	Pittsburg Federal Credit Union
PM _{2.5}	Particulate matter less than 2.5 microns in diameter
PM ₁₀	Particulate matter less than 10 microns in diameter
RDP	Ridership Development Plan
RWQCB	Regional Water Quality Control Board

S.R. 4 State Route 4
SHPO State Historic Preservation Officer
SWPPP Storm Water Pollution Prevention Plan

1.0

INTRODUCTION

The Administrative Office of the Courts (AOC) is the staff agency of the Judicial Council of California (Judicial Council). The AOC is responsible for implementation of the Trial Court Facilities Act of 2002, landmark designation that shifts governance of California Courthouses from California counties to the State. The AOC is preparing this document as part of a proposal for a courthouse in eastern Contra Costa County for the Superior Court of California, County of Contra Costa.

1.1

STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations, the Judicial Council, acting in the capacity of the Lead Agency, is required to undertake the preparation of this Initial Study to determine if the project they are proposing would have a significant environmental impact. If, as a result of the Initial Study, the Judicial Council finds evidence of any aspect of the proposed project that may cause a significant environmental effect, the Judicial Council shall determine that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts.

Alternatively, if the Judicial Council finds that there is no evidence that the project, either as proposed or modified to include the mitigation measures identified in this Initial Study, may cause a significant effect on the environment, the Judicial Council shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Section 21080), Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the Judicial Council in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis are subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the Judicial Council. Following review of any comments received, the Judicial Council will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation.

1.2 *PURPOSE*

The purposes of this Initial Study are to:

1. Identify environmental impacts;
2. Provide the Judicial Council with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration;
3. Enable the Judicial Council to modify the proposed project, to mitigate adverse impacts before preparation of an EIR is required to be prepared;
4. Facilitate environmental assessment early in the design of the project;
5. Provide documentation of the factual basis for the finding in the Negative Declaration that the proposed project would not have a significant environmental effect;
6. Eliminate needless EIRs;
7. Determine whether a previously prepared EIR could be used for the project; and
8. Assist in the preparation of an EIR, if required, by focusing the EIR on effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

1. A description of the project, including the location of the project;
2. An identification of the environmental setting;
3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

4. A discussion of ways to mitigate significant effects identified, if any;
5. An examination of whether the project is compatible with existing zoning, plans, and other applicable land-use controls; and
6. The name of the person or persons who prepared or participated in preparation of the Initial Study.

1.3 **INCORPORATION BY REFERENCE**

Pertinent documents relating to this Initial Study/Mitigated Negative Declaration have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines, to eliminate the need of voluminous engineering and technical reports within the Initial Study. Of particular relevance are those previous EIRs that present information regarding descriptions of environmental setting, future development-related growth and cumulative impacts. This Initial Study/Mitigated Negative Declaration has incorporated by reference the *City of Pittsburg General Plan*. This document was utilized throughout the development of this Initial Study/Mitigated Negative Declaration and is available for review at the City of Pittsburg's website.¹ In addition, an upcoming specific plan for the project vicinity was also considered.

1.3.1 **Pittsburg General Plan**

The City of Pittsburg's last comprehensive update of its General Plan was in 1988. To respond to growth and planning challenges that have occurred since adoption of the 1988 General Plan, the City updated various elements of it in 1997. The General Plan is intended to be a guide for the City's future growth and each element in the plan addresses issues related to physical development, growth, and conservation of resources in the City's Planning Area. The General Plan elements reviewed in the preparation of this document include Air Quality; Drainage, Flooding, and Water Quality; Land Use; Transportation; Noise; Health and Safety; and Open Space, Youth, and Recreation.

¹ The City of Pittsburg's website can be viewed at <http://www.ci.pittsburg.ca.us/Pittsburg/Government/Departments/Planning-Building/General+Plan+2004.htm>.

1.3.2 *Railroad Avenue Specific Plan*

As a separate project, the City of Pittsburg is in the process of completing a Railroad Avenue Specific Plan in response to the Bay Area Rapid Transit (BART) District proposal to extend service into eastern Contra Costa County (eBART).² An eBART station is proposed for the intersection of Railroad Avenue and State Route 4 (S.R. 4) southeast of the site of the proposed project. As a participant in the eBART planning process, the City of Pittsburg has agreed to implement a Ridership Development Plan (RDP) that focuses on increasing ridership near station areas. To implement the RDP, the City will develop the Railroad Avenue Specific Plan to explore transit-oriented development opportunities, in the form of high-density, pedestrian-friendly development, directly north and west of the proposed courthouse.

2 More information on the Railroad Avenue Specific Area Plan is available at <http://www.ci.pittsburg.ca.us/Pittsburg/Government/Departments/Planning-Building/Railroad+Avenue+Specific+Plan.htm>.

The AOC proposes to construct a replacement courthouse in Pittsburg for the Superior Court of California, County of Contra Costa. The court consists of five regional service districts. Martinez is the main court location, and its court primarily hears unlimited-jurisdiction cases for the entire County. The branch court districts are located in Concord, Pittsburg, Richmond, and Walnut Creek; these courts primarily hear limited jurisdiction cases. The Pittsburg-Delta Courthouse serves the entire eastern region of the County.

Project Purpose

The eastern region of Contra Costa County is growing rapidly; it includes the communities of Pittsburg, Antioch, Brentwood, and Oakley. The outdated and undersized Pittsburg-Delta Courthouse in the city of Pittsburg currently serves eastern Contra Costa County, but this region needs an expanded local courthouse to meet the County's growing demand for court services. The existing courthouse provides limited court services due to its constrained size and deficiencies. Construction of a new courthouse will promote creation of a full-service court that will have adequate space for current services and space to offer new services.

Existing Facility

The existing courthouse is a one-story building of approximately 23,900 square feet located next to the City of Pittsburg Civic Center. Contra Costa County constructed the existing Pittsburg-Delta Courthouse in 1952 as a County services building that included one courtroom. In 1958, the court expanded into all former County-occupied areas of the building. The County has renovated the building three times since 1971. The courthouse building currently contains four courtrooms and a jury assembly room that serves as the fifth courtroom.

There are 113 on-site parking spaces for the public. Judges, sheriffs, and some staff park at the rear of the building in a non-secure area.

The Pittsburg-Delta Courthouse's functional and physical problems include:

- The courthouse does not have separate circulation to courtrooms for the secure movement of in-custody detainees, court staff, and the

public. The circulation patterns place the public, witnesses, jurors, and the staff at risk.

- The building's security from outside threats is minimal. For example, large areas of grade-level glazing make the building vulnerable.
- The building is severely overcrowded. The current facility has only 23,900 gross square feet; current designs for a new five-courtroom facility would have approximately 50,000 gross square feet.
- Public circulation space is undersized; there is potentially dangerous overcrowding in the corridors, and crowded conditions often force the public to stand in lines outside the front entrance. Waiting areas at administrative counters are undersized and poorly configured; the problems at the waiting areas cause lines to form in the public corridor and extend almost to the building entrance.
- There are no interview rooms, and the building lacks adequate waiting areas for victims, witnesses, and minors.
- The jury assembly room is overcrowded and undersized, and the court uses it as a courtroom even though the room is not configured for a courtroom function. The jury deliberation room is also in poor condition and undersized.
- The building's four holding cells for detainees are in disrepair and are inadequate for the volume of in-custody detainee cases handled by the court. The holding cells do not provide adequate separations for the number of incompatible in-custody detainees coming to this facility. In addition, juvenile in-custody detainees must remain on the bus until their hearing times because there are no juvenile holding facilities in the building. This situation increases potential security risks and imposes higher security costs.
- The building's fire alarm system is old and at the end of its useful life, and the building only contains a partial fire-sprinkler system; these deficiencies create a potential life safety risk.
- The Heating, Ventilation, and Air Conditioning (HVAC) system is in poor condition, improperly sized, and beyond its expected useful life; the plumbing system is the original system and in poor condition; and the electrical system needs to be replaced to meet current and future needs. Outdated HVAC, plumbing, and electrical systems cause excessive operation and maintenance costs. The building needs additional emergency lighting; the building's lack of adequate emergency lighting creates a life safety risk.

Current Court Operations

The Pittsburg-Delta Courthouse operates with five judicial position equivalents in four courtrooms and a jury assembly room that functions as a fifth courtroom for the hearing of traffic and small claims cases; the Superior Court expects to add another judicial position in 2007. The courthouse has approximately 44 judicial support and Central Clerk staff. Ten employees of the Contra Costa County Sheriff's Department currently perform duties in the courthouse. Courthouse office hours are 8:00 AM to 3:00 PM on Monday through Friday. The courthouse uses the jury assembly room for jury selection activities for two days per week in the early morning before trials begin, and it uses the jury assembly room for judicial proceedings on Monday, Wednesday, and Friday from 8:30 AM to 5:00 PM and Tuesday and Thursday from 9:30 AM to 5:00 PM.

The courthouse judges currently hear the following case types: domestic violence; civil harassment; juvenile delinquency (involving non-custody; drug court proceedings); small claims; unlawful detainer; mediations for small claims, unlawful detainer, and civil harassment; felony criminal; misdemeanors (including traffic); and non-traffic infractions. Table 2.1 provides a detailed description of the court's current services offered in the five courtrooms, and the planned case types that the court will schedule in the proposed new seven-courtroom facility.

The Contra Costa Sheriff's Department currently transports in-custody detainees to the courthouse via bus. The bus enters the courthouse area from S.R. 4 using northbound Railroad Avenue and westbound Civic Avenue to a courthouse parking lot entrance. The bus passes through the parking lot and along a drive on the eastern and southern sides of the building to the building's sallyport on the southwestern corner of the building. The Sheriff's bus stops along the driveway adjacent to the sallyport, and in-custody detainees enter through a fenced security entrance. When the bus exits, it passes through the parking lot and enters onto eastbound Civic Avenue and continues on southbound Railroad Avenue to S.R. 4.

Currently, the Sheriff's Department brings in-custody detainees to the courthouse in two shifts of approximately twenty detainees; one bus delivers the first shift of detainees between 7:00 AM - 8:00 AM and then returns empty to the County Jail, and a second bus delivers the second shift of detainees between approximately 11:30 AM and 12:30 PM and returns to the jail with some of the morning shift detainees. A final bus travels to the courthouse in the late afternoon and returns all remaining detainees to the jail.

Table 2.1 *Pittsburg-Delta Court: Current and Future Court Services*

Court Service or Case Type	Current Court Services (Five Courtrooms)	Future Court Services (Seven Courtrooms)
Domestic violence	<i>Ex parte</i> applications (urgency, lasts 21 days) & hearing to determine whether to issue a Temporary Restraining Order (lasts up to 3 years)	Same as current court services
Civil harassment	<i>Ex parte</i> applications (urgency, lasts 21 days) and hearing to determine whether to issue a Temporary Restraining Order (lasts up to 3 years)	Same as current court services
Juvenile delinquency (includes drug court)	Juvenile drug court proceedings (non-custody only)	Juvenile drug court, truancy, juvenile delinquency, low level in-custody and non-custody misdemeanors and felonies
Juvenile dependency	No current court service	Low- medium severity juvenile dependency cases (child abuse, neglect, termination of parental rights)
Family law	No current court service	Hearings regarding dissolution (divorce), legal separation, nullity, child custody and visitation, paternity, and domestic violence
DA Family support	No current court service	Child support: Initial orders and enforcement
Family law facilitation	No current court service	Assist parties with forms preparation, case review, and procedural information in all family law matters
Child custody mediations	No current court service	Assist parents in negotiating mutually acceptable parenting plans where possible or recommend orders
Small claims	Small claims matters	Same as current court services
Unlawful detainer	Unlawful detainer (residential and commercial evictions)	Same as current court services
Mediations	Assist parties with small claims, unlawful detainer, or civil harassment cases to negotiate mutually acceptable agreements	Same as current court services
Felony criminal	Felony arraignment, non-custody arraignment, pretrial hearings, non-custody trials, in-custody and out-of-custody preliminary hearings	All felony arraignment hearings (in-custody & out-of-custody) and all preliminary hearings

Misdemeanors (including traffic)	Misdemeanor arraignment, pretrial, in-custody and out-of- custody trials, and traffic arraignment	Same as current court services
Non-traffic infractions	Infraction arraignment, pre-trial hearings, and trials	Same as current court services

Proposed Project

The proposed project includes an approximately 4-acre site north of Center Drive and west of Railroad Avenue. The proposed courthouse will be immediately adjacent to the southern side of the existing courthouse, southeast of the City of Pittsburg Civic Center, and southwest of the buildings occupied by the Pittsburg Unified School District. The project site includes the following land parcels:

- Parcel 86-010-018, which is currently occupied by the existing courthouse and its parking lot. The State of California acquired this parcel and the facilities from the County of Contra Costa in May 2006. After completion of the new courthouse, the State of California will demolish the existing courthouse and transfer ownership of approximately three acres of the parcel 86-010-018's four acres to the City of Pittsburg. Although the State will construct new parking areas adjacent to the new courthouse, the City of Pittsburg will allow court visitors and staff to continue some parking at the existing parking lot.
- Portions of parcel 86-010-021, which is currently owned by the Pittsburg Unified School District; the area includes approximately 24 parking spaces, landscaping, and parking lot lanes with access to Railroad Avenue.
- Parcel 86-010-007, which is owned by the City of Pittsburg. The parcel includes a small building at 2020 Railroad Avenue occupied by the Pittsburg Community Center (the "PCC building"), a small building at 2010 Railroad Avenue occupied by the Pittsburg Federal Credit Union (PFCU) building, and portions of a parking lot adjacent to the buildings.
- Portions of Parcel 86-010-022; the project portion of the parcel includes approximately 20-30 parking spaces within the parking lot for the City of Pittsburg's Civic Center.

The new courthouse will have two stories with a partial basement and will be approximately 45 feet tall. It will provide approximately 73,500 square feet of space for seven courtrooms, jury assembly rooms, hearing rooms, judges' chambers, jury deliberation rooms, holding cells for in-custody detainees, offices for court staff, secure evidence storage, record

storage, and ancillary support spaces. The front of the building will face Center Drive. The facility will also include the following features:

- A secure parking lot for judicial personnel adjacent to the eastern side of the building. The lot will have approximately 40 spaces and will include an exit-only connection to Railroad Avenue.
- An access lane will extend from the Civic Center's driveway along the northern side of the new courthouse to an exit-only driveway to Railroad Avenue. The access lane will be partially below ground-level to connect to the courthouse's basement-level sallyport; gates will restrict access to the sallyport. The access lane will provide access to public parking areas, restricted access to the sallyport, and exit-only access to Railroad Avenue from the secured parking area, sallyport, and the public parking areas.
- A public parking lot for approximately 60 cars will cover the western portion of site; the lot will have two driveways on the south from Center Drive and a driveway on the west from the Civic Center's driveway. The AOC will provide signs on northbound Railroad Avenue near the Railroad Avenue/Power Avenue intersection to direct court visitors to this lot.
- Another lot for approximately 100 cars will cover the northern portion of the site. The lot will have a driveway on the west from the Civic Center's driveway, and the lot will connect to the facility's exit-only driveway to southbound Railroad Avenue. The AOC will provide signs on Railroad Avenue near the Railroad Avenue/Civic Avenue intersection and on Civic Avenue to direct court visitors to this lot. A walkway will extend from this northern parking lot over the below-ground level access lane to the building's sallyport.
- Some of the courthouse's existing parking lot along Civic Avenue will remain available to the Superior Court after the AOC's demolition of the existing courthouse and the City of Pittsburg's acquisition of parcel 86-010-018. Although the AOC intends to construct up to approximately 200 parking spaces for the new courthouse, the AOC believes the new courthouse requires 280 parking spaces. The City of Pittsburg will provide additional parking near the new courthouse on City of Pittsburg property so that the sum of the new courthouse's parking spaces and City of Pittsburg's courthouse-dedicated spaces equals 280 parking spaces.

Construction of the courthouse will include demolition of two buildings currently owned by the City of Pittsburg on Parcel 086-100-007. In late

2006, the building at 2020 Railroad Avenue housed the Pittsburg Community Center, while the building at 2010 Railroad Avenue housed the Pittsburg Employees Federal Credit Union. The new courthouse will also eliminate approximately 24 parking spaces in Pittsburg Unified School District's southern parking lot in parcel 086-100-007 and approximately 20-30 parking spaces in the City of Pittsburg's Civic Center parking lot (parcel 086-100-022).

The AOC's project design, contracting, and construction activities include several measures to avoid environmental impacts. These measures include:

- Geotechnical studies to support design recommendations for foundation type, grading, pavement design, and other pertinent issues; and verify that the site can be developed as planned;
- Limit construction activities that generate loud noises to the hours from 8:00 AM to 5:00 PM; locate staging areas and stationary equipment as far from Railroad Avenue and the Pittsburg Unified School District building as possible; require enclosure of pile-driving equipment with an acoustical blanket barrier; and ensure that all construction equipment is properly equipped with mufflers, maintained, and operated;
- The project's design will include features to ensure compliance with San Francisco Bay Regional Water Quality Control Boards' NPDES permit requirements, including Provision "C.3" for the governing discharges from the municipal storm drain systems of Contra Costa County and cities and towns within the County; and
- Contract provisions that will require the AOC's contractor to receive Regional Water Quality Control Board (RWQCB) approval of a Storm Water Pollution Prevention Plan (SWPPP) and include inspection, monitoring, and maintenance of the SWPPP's best management practices as outlined in the contractor's bid package.

The new courthouse will operate with seven judicial position equivalents in seven courtrooms. The AOC projects that the Superior Court will have approximately 60 judicial support and Central Clerk staff persons in the new courthouse. In addition, 17 employees of the Contra Costa Sheriff's Department will perform duties in the courthouse. Courthouse office hours will remain 8:00 AM to 3:00 PM, Monday through Friday.

The Contra Costa Sheriff's Department will continue to transport in-custody defendants to the new courthouse using buses. The bus will enter the courthouse area from S.R. 4 using northbound Railroad Avenue and

westbound Civic Avenue to the Civic Center parking lot driveway that connects with Civic Avenue. The bus will travel south on the driveway past the courthouse parking lots to the new access lane on the northern side of the new courthouse. The Sheriff's bus will enter the access lane and descend down the lane to a sallyport to unload and pick up defendants. When the bus exits, it will continue in the access lane to Railroad Avenue, enter southbound Railroad Avenue, and continue to S.R. 4.

As mentioned above, the Contra Costa Sheriff's Department currently brings in-custody detainees to the courthouse in two shifts of approximately 20 detainees; one bus delivers the first shift of detainees between 7:00 AM and 8:00 AM and then returns to the County Jail, and a second bus delivers the second shift of detainees between approximately 11:30 AM and 12:30 PM and returns to the jail with some of the morning shift detainees. A final bus travels to the courthouse in the afternoon and returns all remaining detainees to the jail. For the new seven-courtroom courthouse, the AOC assumes that the Sheriff's Department would maintain its current operational pattern, but it would presumably use two buses for each shift, transporting a total of approximately 60 in-custody detainees per day.

The AOC expects to begin construction of the new courthouse in late-2008 and complete construction of the new courthouse in early 2010. The Superior Court will remain in the current facility during construction, and the court will move from the current courthouse in late 2009. After completion of the new building, the project will conclude with demolition of the current courthouse and conversion of most of the current courthouse property to a parking area.

2.1 PROJECT LOCATION

The project site is located in the city of Pittsburg, approximately 0.2 mile north of S.R. 4. The site is west of Railroad Avenue, south of Civic Avenue, north of Center Drive, and immediately east of the City of Pittsburg Civic Center located at 65 Civic Avenue. A site vicinity map is included as Figure 1. A site detail map is provided as Figure 2.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Uses

The project site is approximately 4 acres and is occupied by the existing Pittsburg-Delta Courthouse at 45 Civic Avenue, the PCC building at 2020 Railroad Avenue, and the PFCU building at 2010 Railroad Avenue.

2.2.2 Surrounding Land Uses

The following land uses are immediately adjacent to the project site:

- North: Existing courthouse parking and Pittsburg Unified School District, followed by Civic Avenue and City Park;
- East: Railroad Avenue, followed by commercial and residential properties;
- South: Center Drive followed by Power Avenue, the Pittsburg Public Library, and S.R. 4; and
- West: Pittsburg Civic Center and parking lot, followed by Davi Avenue.

2.3 EXISTING ZONING AND GENERAL PLAN

The project site is located in the Governmental and Quasipublic (GQ) District within the southern portion of the Railroad Avenue subarea. This subarea is characterized as the city's major commercial corridor, with community commercial activities dominant in the southern portion of the corridor. The General Plan Land Use Diagram designates the project site as Public/Institutional.

2.4 PROJECT BACKGROUND

The existing Pittsburg-Delta Courthouse is a four-courtroom facility located at 45 Civic Avenue in the city of Pittsburg. The Pittsburg-Delta Courthouse was originally constructed in 1952. Four renovations occurred in 1971, 1988, 1996, and 2002 to two of the courtrooms, the jail holding area, and the court clerk's office. The need for additional courtroom space and a modernized facility has prompted the decision to proceed with the proposed project.

The project will demolish the existing Pittsburg-Delta Courthouse after completion of the new facility. The new East Contra Costa County Courthouse will be just south of the parking lot, and its construction will require the demolition of two buildings - the PCC building and the PFCU building.

2.5 *PROJECT OBJECTIVES*

The AOC proposes to construct the new courtroom facility adjacent to the existing courthouse, which would provide additional courtroom space in a modernized structure. The new courthouse will improve the security of courthouse employees, with a separate driveway for receiving in-custody detainees. In addition, the project proposes to expand on-site parking by approximately 170 spaces. The location is also easily accessible from Railroad Avenue, a major corridor linking downtown Pittsburg to the southern city limits.

2.6 *PROJECT CHARACTERISTICS*

The new courthouse will have two stories with a partial basement, will face southwards toward Center Drive, and will be approximately 45 feet tall. The facility will provide approximately 200 parking spaces, and the City of Pittsburg will provide additional parking off-site to ensure a total courthouse parking supply of 280 spaces. The southern and eastern portions of the courthouse grounds would be landscaped.

2.7 *PROJECT APPROVALS*

The Judicial Council of California is responsible for approving the project. The courthouse use is consistent with surrounding land uses and the land-use designation.

3.0

INITIAL STUDY CHECKLIST

3.1

BACKGROUND

1.	Project title: East Contra Costa County Courthouse
2.	Lead agency name and address: Judicial Council of California 455 Golden Gate Avenue San Francisco, CA 94102-3660
3.	Contact person and phone number: Jerry Ripperda, Environmental Analyst Administrative Office of the Courts 2860 Gateway Oaks Drive Sacramento, CA 95833-3509 Phone: (916) 263-8865 Fax: (916) 263-8140 Email: Jerry.Ripperda@jud.ca.gov
4.	Project location: The project site is northwest of the intersection of Railroad Avenue and Center Drive.
5.	Project sponsor's name and address: Judicial Council of California Administrative Office of the Courts 455 Golden Gate Avenue San Francisco, CA 94102-3688
6.	General plan designation: Public/Institutional
7.	Zoning: Governmental and Quasipublic (GQ) District
8.	Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

	Refer to Section 2.0, Project Description.
9.	<p>Surrounding land uses and setting: Briefly describe the project's surroundings:</p> <p>The following land uses are immediately adjacent to the project site:</p> <ul style="list-style-type: none"> • <u>North</u>: Existing courthouse parking and Pittsburg Unified School District, followed by Civic Avenue and City Park; • <u>East</u>: Railroad Avenue, followed by commercial and residential properties; • <u>South</u>: Center Drive followed by Power Avenue, the Pittsburg Public Library, and S.R. 4; and • <u>West</u>: Pittsburg Civic Center and parking lot, followed by Davi Avenue.
10.	<p>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)</p> <p>None needed at this time.</p>

3.2

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages. Mitigation measures have been developed to reduce these potential impacts to a less-than-significant level. A Mitigation Monitoring Plan is presented in Appendix A.

	Aesthetics		Land Use Planning
	Agricultural Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
✓	Cultural Resources		Public Services
	Geology and Soils		Recreation
	Hazards and Hazardous Materials		Transportation/Traffic
	Hydrology and Water Quality		Utilities and Service Systems
	Mandatory Findings of Significance		

EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section makes use of the checklist recommended by the CEQA Guidelines for the environmental review process. As a preliminary environmental assessment, this Initial Study determines whether or not potentially significant impacts exist that warrant additional analysis and comprehensive mitigation measures to minimize the level of impact. On-site, off-site, long-term, direct, indirect, and cumulative impacts are analyzed for the construction and operation of the proposed project. The Initial Study poses questions with four possible responses for each question:

- **No Impact.** The environmental issue in question does not apply to the project, and the project will therefore have no environmental impact.
- **Less Than Significant Impact.** The environmental issue in question does apply to the project site, but the associated impact will be below thresholds that are considered to be significant.
- **Potentially Significant Unless Mitigated.** The project will have the potential to produce significant impacts with respect to the environmental issue in question. However, mitigation measures modifying the operational characteristics of the project will reduce impacts to a less-than-significant level.
- **Potentially Significant Impact.** The project will produce significant impacts, and further analysis will be necessary to develop mitigation measures that could reduce impacts to a less than significant level.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			✓	
II. AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?		✓		
e) Create objectionable odors affecting a substantial number of people?			✓	
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historic resource as defined in § 15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		✓		
d) Disturb any human remains, including those interred outside of formal cemeteries?		✓		
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
ii) Strong seismic ground-shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) Result in a safety hazard for people residing or working in the project area, for a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
f) Result in a safety hazard for people residing or working in the project area, for a project within the vicinity of a private airstrip?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?			✓	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				✓
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Cause inundation by seiche, tsunami, or mudflow?				✓
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?				✓
b) Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan?				✓
XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e) Exposure of people residing or working in the project area to excessive noise levels, for a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport?				✓
f) Exposure of people residing or working in the project area to excessive noise levels, for a project within the vicinity of a private airstrip?				✓

XII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
Fire protection?				✓
Police protection?			✓	
Schools?			✓	
Parks?			✓	
Other public facilities?			✓	
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				✓

XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?			✓	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e) Result in inadequate emergency access?			✓	
f) Result in inadequate parking capacity?			✓	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE – Does the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				✓
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				✓
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?				✓

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

Would the project:

- a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The site of the proposed project, and the surrounding area, is flat. There are no scenic vistas in the vicinity of the project site. Therefore, the proposed project would have no impact on scenic vistas.

Mitigation Measures: No mitigation measures are required.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. While the site of the proposed project is adjacent to S.R. 4, it is not a designated scenic highway. Other than existing landscaping, there are no natural rock outcroppings or other scenic resources on the site. Therefore, the proposed project would have no impact on scenic resources.

Mitigation Measures: No mitigation measures are required.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. The proposed project would result in visual changes due to the demolition of three buildings and the construction of the new, two-story East Contra Costa Courthouse and public parking and secured parking areas. The two-story, 45-foot-high courthouse would be taller than surrounding, one-story buildings, and would therefore have greater visibility from surrounding viewpoints. However, the architectural features of the building, including height, color, and massing, are consistent with the features of surrounding buildings. In addition, the project design would conform to all applicable development standards of the Pittsburg Zoning Ordinance. Short-term visual impacts would occur during construction activities from construction debris and equipment. These impacts, however, would no longer exist after project completion. Therefore, impacts to the visual character or quality would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less Than Significant Impact. The proposed project would create light sources for exterior and interior building lighting and security lighting on courthouse grounds. The duration of lighting would be limited to the evening until early morning hours. All light sources would be shielded to minimize glare impacts on surrounding properties, and landscaping would also block light from these properties. Furthermore, light sources are currently present on the project site from existing institutional buildings. The new courthouse would blend in with the adjacent Civic Center, and would not create a substantial increase in light or glare than already exists. Therefore, light or glare impacts from the proposed project would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.2 AGRICULTURAL RESOURCES

Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The site of the proposed project is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project site is surrounded by land developed for government and residential uses. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

Mitigation Measures: No mitigation measures are required.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The proposed project site is designated as Public/Institutional in the City of Pittsburg General Plan and zoned as GQ. The GQ district is not set aside for agricultural uses. Furthermore, there are no lands under the Williams Act contract in the vicinity of the project site. The proposed project is not expected to have an impact.

Mitigation Measures: No mitigation measures are required.

- c) *Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

No Impact. The proposed project is consistent with the General Plan and does not involve any changes to the existing environment that could result in the conversion of Farmland to non-agricultural use. The development of the new courthouse would not result in a secondary impact resulting in conversion of farmland in eastern Contra Costa County, including the agricultural corridor east of Brentwood.

Mitigation Measures: No mitigation measures are required.

4.3 AIR QUALITY

Would the project:

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

Less Than Significant Impact. The Bay Area Air Quality Management District (BAAQMD) has the primary responsibility for ensuring that the San Francisco Bay Area attains and maintains compliance with federal and state ambient air quality standards. The region is currently in nonattainment with the federal 8-hour ozone (O₃) standard and the state 1-hour O₃ and particulate matter (PM₁₀ and PM_{2.5}) standards. Also, prior to 1998, the area was not in attainment with the federal 8-hour carbon monoxide (CO) standard. The region was, however, redesignated in 1998 as being in attainment with the national 8-hour CO standard. As a result, the area has air quality plans that address attainment and maintenance of the O₃ and CO standards. Regions are not required to have an air quality plan addressing nonattainment with state particulate matter standards.

The proposed project would not significantly conflict with or obstruct the implementation of the O₃ or CO air quality plans. Construction of the proposed project would generate short-term emissions of O₃ precursors and CO through the use of construction equipment burning fossil fuels. According to the BAAQMD CEQA Guidelines (dated December 1999), however, short-term O₃ precursor and CO emissions from construction equipment are already accounted for in the air quality plans.

As part of the proposed project, the number of court rooms would increase from four and a half to seven, and the new building would have

about 50,000 additional square feet. As a result, new vehicle trips would be generated, creating new emissions of O₃ precursors and CO; however, the overall increase is small and land use would remain consistent with existing usage. Therefore, the associated small increase in vehicle trips would not be expected to significantly impede the attainment or maintenance of the O₃ and CO standards.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact Unless Mitigated. The construction of the proposed project would result in short-term emissions of criteria pollutants. As stated previously, the emissions of O₃ precursors and CO from construction activity are already accounted for in the air quality plan and thus would not be expected to impede the attainment or maintenance of the O₃ and CO standards. However, construction activities may result in a temporary increase in localized concentrations of PM₁₀ (which includes PM_{2.5}) that may impact nearby sensitive receptors (e.g., nearby park and residences). PM₁₀ is primarily generated through ground-disturbance activities such as grading and vehicles traveling on paved and unpaved roads. According to the BAAQMD CEQA Guidelines, these PM₁₀ impacts can be reduced to less than significant levels by applying the mitigation measures identified below.

Construction of the proposed project includes demolition of the existing courthouse, the PCC building at 2020 Railroad Avenue, and the PFCU building at 2010 Railroad Avenue. The buildings contain various spray-applied surfacing materials, thermal system insulation materials, and vinyl flooring materials. ERM prepared Phase I environmental assessments of the buildings and identified “asbestos-containing materials” (ACM) in the buildings (Phase I Environmental Site Assessment and Limited Compliance Review of the properties and buildings of the Pittsburg Unified School District and City of Pittsburg Railroad and Civic Avenue Pittsburg, California). Demolition of the buildings could release asbestos into the air if the demolition is performed improperly. However, the AOC will require demolition contractors to comply with requirements of OSHA, State of California Environmental Protection Agency, and BAAQMD for removal and disposal of the of ACM materials. As long as the proposed project complies with BAAMQD Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing), impacts from potential asbestos releases are not considered to be significant. The rule requires appropriate notification to

BAAQMD and the application of measures to control potential releases of asbestos.

As noted in the discussion of Traffic resources, analysts expect the project to cause a courthouse-related traffic increase of approximately 30%, which will add approximately 83 traffic trips during the 8:00 AM to 9:00 AM period. As shown in Table 4.15-1, analysts' traffic counts for Railroad Avenue during the AM peak hour exceeded 1,500 at the Civic Avenue/Railroad Avenue intersection and 3,370 for the Power Avenue/Railroad Avenue intersection. Since the project's projected traffic increase is trivial compared to existing Railroad Avenue traffic, the project's traffic-related air quality effects will be trivial in relation to existing traffic-related air quality effects. After construction, the small increase in vehicle emissions is not expected to result in significant impacts to any air quality standards. The increase in O₃ precursor emission would not likely significantly impact the O₃ standards. Also, at nearby intersections, the additional vehicles may increase local CO concentrations, which are affected by not only the number of vehicles but by the level of congestion. Additional vehicles, however, would not have a significant impact on congestion or delay on the nearby roadways. Therefore, any CO concentration increase is anticipated to be less than significant.

Mitigation Measures: The following mitigation measures, as recommended by the BAAQMD CEQA Guidelines, would reduce PM₁₀ impacts to less than significant levels.

- AIR QUALITY 1** During conditions when substantial dust is present, water all exposed soil or apply soil stabilizers to construction areas, parking areas, and staging areas to eliminate substantial dust generation. Locate the staging area away from sensitive receptors (such as the park, homes across Railroad Avenue, and school).
- AIR QUALITY 2** Cover any trucks hauling soil, sand, and other loose materials or require any trucks to maintain at least 2 feet of freeboard.
- AIR QUALITY 3** If construction operations carry visible soil materials to paved areas or adjacent streets, sweep the affected paved areas at least once per day.

- c) *Result in a cumulative considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact. The region is currently in nonattainment with the federal O₃ standard and state O₃, PM₁₀, and PM_{2.5} standards. As discussed previously, O₃ precursor emissions from short-term construction activity are already considered in the regional air quality plans. Also, as long as the proposed project and any nearby project apply the mitigation measures identified in part (b) above, the cumulative impacts from short-term PM₁₀ and PM_{2.5} emissions from construction activities are anticipated to be less than significant.

According to the BAAQMD CEQA Guidelines, a proposed project that emits more than 80 pounds per day of O₃ precursors (reactive organic gases or oxides of nitrogen) or PM₁₀ during operations is considered to be significant. The proposed project would not result in emissions that exceed this threshold.

The slight increase in emissions would cumulatively add to the emissions from existing and future development in the region. However, the courthouse itself would not result in additional population growth. Also, the area is part of a transit-oriented development, so public transportation would help offset increases in trips to and from the courthouse. Considering the expected small increase in emissions associated with the proposed project, the cumulative impacts are anticipated to be less than significant.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. The site of the proposed courthouse is approximately 750 feet south of the City Park along Civic Avenue and 200 feet from the Pittsburg Unified School District building, and the eastern edge of the courthouse site is approximately 260 feet from the nearest house along Railroad Avenue. The demolition work for the current Pittsburg-Delta Courthouse will be approximately 440 feet from the City Park, 170 feet from the Pittsburg Unified School District building, and approximately 330 feet from the nearest house along Railroad Avenue. During construction, the proposed project may result in an increase in PM₁₀ and PM_{2.5} concentrations at these nearby sensitive receptors. However, with the application of the mitigation measures identified in part (b) above, the impacts are considered less than significant. Also, after construction, local CO concentrations may increase at nearby

intersections. The minimal increase in vehicles and congestion would not likely result in significant impacts to nearby sensitive receptors.

Mitigation Measures: Implement mitigation measures AIR QUALITY 1 through AIR QUALITY 3.

- e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. During construction, odors may be generated from the exhaust of diesel-powered equipment. However the odors would be temporary in nature and are not expected to significantly affect a substantial number of people. Once the proposed project is constructed, no new sources of odors would be generated. Therefore, the overall impacts from odors are anticipated to be less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 **BIOLOGICAL RESOURCES**

Would the project:

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

No Impact. The proposed 4-acre site is located in a developed area zoned as a GQ District. The project site is near S.R. 4, and is surrounded by land developed for government and residential uses. A park exists to the north of the project site, and consists of open grass areas and trees. However, as confirmed by a search of the California Natural Diversity Database, no species identified as candidate, sensitive, or special status species are known to occur in the immediate area (see Appendix B). Also, there is no riparian habitat, sensitive natural community, or wetland in the vicinity. Furthermore, the proposed site is not suitable to support any candidate, sensitive, or special status species; therefore, the proposed project would have no impact on special status species.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No riparian habitat or other sensitive natural community identified in local or regional plans have been identified on the project site or within the vicinity of the proposed project site. Therefore the proposed project would not have an impact on riparian or sensitive species.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As previously mentioned, the proposed project site consists of a mixture of parcels that are developed with governmental uses and landscaped, and that do not contain any wetlands. Therefore the project will not have any impact.

Mitigation Measures: No mitigation measures are required.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. The parcels proposed for development contain existing buildings, parking lots, and landscaped areas. No wildlife corridors or wildlife nursery sites are known to exist. Therefore the proposed project would not interfere with the movement of any wildlife species.

Mitigation Measures: No mitigation measures are required.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. While the site is landscaped, as previously stated, the site does not support any sensitive or riparian habitat or landscaped features that are designated as sensitive biological resources. There are no local policy or ordinances that apply to the proposed site. The proposed project would therefore not conflict with any local policies or ordinances.

Mitigation Measures: No mitigation measures are required.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. As previously mentioned, the parcels proposed for development contain existing buildings, parking lots, and landscaped areas. There is no adopted Habitat Conservation Plan or other approved plan that apply to the proposed site. The proposed project would therefore not conflict with Habitat Conservation Plan provisions.

Mitigation Measures: No mitigation measures are required.

4.5 CULTURAL RESOURCES

Would the project:

- a) *Cause a substantial adverse change in the significance of a historic resource as defined in § 15064.5?*

Less than Significant Impact. The proposed project includes demolition of three buildings: the Pittsburg-Delta Courthouse, the PCC building, and the PFCU building. Contra Costa County originally constructed the Pittsburg-Delta Courthouse building in 1952. The building originally was a County services building that contained one courtroom, a methadone treatment center, and other County offices. The Municipal Court took over the building in 1958, but the methadone clinic remained until 1996. The County renovated the building in 1971, 1988, 1996, and 2002.

The City of Pittsburg built the PFCU building in 1958 for Contra Costa Water District offices. The City constructed an addition to the building and remodeled the interior in 1982. The City of Pittsburg built the PCC building in 1970. It attached a modular trailer to the northeastern side of the PCC building in 1979. The City of Pittsburg has not made any modifications to the PFCU building. Past occupants of the building include Contra Costa Water District, the Greater Pittsburg Chamber of Commerce, and possibly the City Manager.

Historical resources include (1) Resources listed in (or eligible for) the State Historical Resources Commission for listing in the California register of Historical Resources (Public Resources Code §5024.1); (2) Resources listed in a local register of historic resources or identified as significant in a historic resources survey; or (3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (Public Resources Code 15064.5)

The Pittsburg General Plan Land Use Element does not list the site structures as City-designated historic resources. In addition, a search of the California Historic Research Information System (CHRIS) database concluded that there are no on-site historic resources, as defined in §15064.5 (see Appendix C). However, the Office of Historic Preservation has determined that buildings, structures, and objects 45 years or older may be of historic value. The PCC building is more than 45 years old. Regardless of whether the State or a local agency has identified a resource through listing or a survey, CEQA lead agencies have a responsibility to

use California Register criteria to evaluate resources and make a finding of the proposed project's impacts to historic resources. These criteria include whether the resource:

1. Is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Architectural Background and Existing Conditions

Contra Costa County originally constructed the Pittsburg-Delta Courthouse building in 1952. The facility is a low-rise, one-story structure set back from the street with extensive surface parking between the building and Civic Avenue. The building is a one-story structure raised approximately two-feet above grade with extensive glazing, brick veneer, and a flat roof. The windows and doors are aluminum frame. The low profile and extensive glazing make the facility appear familiar and approachable, but it does not possess a civic presence or project a dignified judicial image.

The building's interior is partitioned by painted drywall and demountable partitions. Most ceilings are spline acoustical tiles or suspended acoustical panels. Flooring in high-use area is vinyl asbestos tile and vinyl composition tile, while flooring in occupied spaces is carpet and sheet vinyl. Interior doors are generally solid core wood doors and hollow metal.

The structural features of the PCC and PFCU buildings are similar to the existing Pittsburg-Delta Courthouse. After review of the architectural features and architectural history of the structures, there is no evidence that the buildings embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values. Therefore, the project has no impact on architectural-related cultural resources, or the lives of persons important in our past.

Historical Background

Contra Costa County originally constructed the Pittsburg-Delta Courthouse building in 1952. The building originally was a County services building that contained one Municipal Court courtroom, a methadone treatment center, and other County offices. The Municipal Court took over the building in 1958, but the methadone clinic remained until 1996. The Municipal Court handled limited jurisdiction cases. The County's Municipal and Superior Courts merged in 1998; the Pittsburg-Delta Courthouse continued to serve only limited jurisdiction cases.³ No past Municipal Court or Superior Court judges or officers have advanced to State-wide office. Since the courthouse has only supported limited jurisdiction cases and no apparent relationship with persons important in State-wide history or regional history, there is no apparent evidence to conclude that the courthouse is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, is associated with the lives of persons important in our past or has yielded or may be likely to yield, information important in prehistory or history.

The list of occupants of the PCC and PFCU buildings include only locally related organizations. There is no evidence to conclude that the PCC or PFCU buildings are associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage, are associated with the lives of persons important in our past, or have yielded or may be likely to yield information important in prehistory or history. Therefore, the project has no impact on event-related cultural resources, is not associated with the lives of persons important in our past, and has not yielded or is not likely to yield information important in prehistory or history.

Mitigation Measures: No mitigation measures are required.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Potentially Significant Impact Unless Mitigated. The project site is almost completely developed. The only undeveloped area is a vacant lot on the southwestern portion of the site, and the City has installed storm drain lines in the lot and covered the surface of the lot with gravel and

³ Personal communication, Mr. Ken Torre to Jerry Ripperda, July 10, 2006

mulch. Areas surrounding the project site are also developed with residential and governmental/institutional uses. Therefore, the possibility that archaeological resources exist on the site is remote. However, in the unlikely event that previously unidentified cultural resources are encountered during construction of the proposed project, AOC would comply with Title 36 of the Code of Federal Regulations, Part 800.6(c) (6) by consulting with the State Historic Preservation Officer (SHPO) and implementing actions based upon the comments of the SHPO. See the mitigation measure below.

Mitigation Measures:

CULTURAL RESOURCES 1

If cultural resources are exposed during construction of the proposed project, the AOC's contractor will halt construction in that area of the site until a qualified archaeologist performs an evaluation of the find. If the archaeologist determines the find to be significant, the area of discovery shall be protected from disturbance to allow qualified archaeologists and appropriate officials, in consultation with the SHPO, to determine appropriate measures for conserving the resource.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Impact Unless Mitigated. As stated in Response 4.5(a) above, the project site is flat and completely developed except for a vacant lot on the southwestern portion of the site. Areas surrounding the project site are also developed with residential and institutional uses. Therefore, the possibility of paleontological resources existing on the site is remote. However, the following mitigation measure is recommended to ensure potential impacts to paleontological resources are minimized to a less than significant level.

Mitigation Measures: Implement Mitigation Measure CULTURAL RESOURCES 1 above.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Potentially Significant Impact Unless Mitigated. As stated in Response 4.5(b) and 4.5(c) above, there is a remote chance that human remains exist on the site. However, the following mitigation measure is required to

ensure potential impacts to human remains are minimized to a less than significant level.

Mitigation Measure:

CULTURAL RESOURCES 2

If human remains are exposed during construction, all construction activities shall halt in the area of the discovery in accordance with California Health and Safety Code section 7505.5. No further disturbance shall occur to the area until the County Coroner determines the origin and disposition of the remains, pursuant to Public Resources Code 5097.98, and appropriate consultation and treatment are conducted.

4.6 GEOLOGY AND SOILS

Would the project:

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

Less Than Significant Impact. The proposed project site is located in a seismically active area of the San Francisco Bay Area. Historically active trace faults in Contra Costa County include Hayward (20 miles), San Andreas (40 miles), Concord-Green Valley (6 miles), and Clayton Marsh (6 miles). Major earthquakes have previously occurred within the vicinity of the city of Pittsburg and are expected to occur again. Surface rupture is considered most likely to occur along an active or potentially major fault trace. According to the California Geological Survey Alquist-Priolo Earthquake Fault Zoning Map, no designated or potentially active fault trace passes through the subject property. The probability of ground rupture at the proposed project site is highly unlikely. Therefore, the proposed project is not expected to expose people or structures to potential adverse effects.

Mitigation Measures: No mitigation measures are required.

ii) *Strong seismic ground-shaking?*

Less than Significant Impact. Ground-shaking intensity is measured on the Modified Mercalli Scale, which ranges from I (not felt) to XII (widespread devastation). The degree of shaking an earthquake will have on the proposed project site depends on a number of factors such as the location of the fault, distance to the epicenter, size of the earthquake, and the geology of the area. The proposed project site is within close proximity to active faults and is therefore expected to experience ground-shaking if a moderate-size earthquake in the vicinity or a major earthquake with an epicenter located at a distance from the proposed project site were to occur. According to the distribution of ground-shaking intensity mapped by the Association of Bay Area Governments (ABAG), in the event of a large earthquake on the Concord-Green Valley fault, most of Pittsburg would experience ground-shaking of intensity VII on the Modified Mercalli scale, which is associated with non-structural damage.⁴ The AOC's project planning procedures include preparation of a Geotechnical Report. Registered geologists and registered engineers will prepare the report. The report will describe the methods and results of a geotechnical exploration; develop design recommendations for foundation type, grading, pavement design, and other pertinent topics; and verify that the site can be developed as planned. The AOC's project designers will use the Geotechnical Report and other data to: (1) ensure that the building's design does not expose people to substantial adverse effects related to strong seismic ground-shaking and (2) construct the building in conformance with the requirements of the California Building Code to withstand any anticipated ground-shaking.

Mitigation Measures: No mitigation measures are required.

iii) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. Liquefaction occurs when saturated, loose, fine-grained sediment temporarily transforms to a fluid-like state due to earthquake ground-shaking. A Phase I Environmental Site Assessment conducted for the proposed project site identified the soils in the area as

⁴ City of Pittsburg, *Pittsburg 2020: A Vision for the 21st Century, City of Pittsburg General Plan, Health and Safety Element.*

loam soils known as Antioch and are moderately well drained.⁵ Liquefaction hazard in Pittsburg ranges from very low to high. According to the Pittsburg General Plan, alluvial fan and terrace deposits that underlie most of Pittsburg have low liquefaction potential. ABAG has identified areas that are highly susceptible to liquefaction hazards. The proposed project site is not located within these lowland areas that are susceptible to liquefaction hazards. Therefore the impact is considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

iv) Landslides?

No Impact. The General Plan describes areas susceptible to earthquake-induced landsliding; these include steep slopes underlain by weak bedrock, particularly on northerly facing hill slides. Furthermore, the proposed project site is not in an area prone to landslides. The terrain of the proposed project site and surrounding areas is generally flat and there are no unusual geomorphic features. Therefore, there is no potential for landsliding at the site or in surrounding areas.

Mitigation Measures: No mitigation measures are required

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed project would include extensive site preparation and excavation prior to construction. These activities may temporarily expose soils to erosion potential. However, the proposed project site has flat terrain with a low potential for soil erosion.

Mitigation Measures: No mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. The proposed project site is not within a potential liquefaction zone or on a geologic unit or soil that is unstable. Given the

⁵ A Phase I Environmental Site Assessment was conducted for the PCC and PFCU buildings. The report is on file at the Judicial Council offices.

flat terrain of the proposed project site, lateral spreading and subsidence is unlikely.

Mitigation Measures: No mitigation measures are required.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?*

Less Than Significant Impact. According to the Phase I report prepared for the portions of the proposed project site, the site is underlain by loam soils known as Antioch. Subsurface soils consist of clay between 17 and 36 inches below ground surface. These soil types may be characterized as expansive. Past construction activities at the site have probably altered the soil, particularly the soil material under the impervious surfaces of the existing buildings and paved areas.

The AOC's design process includes a geotechnical analysis and preparation of a Geotechnical Report to support design recommendations for foundation type, grading, pavement design, and other pertinent topics; and verify that the site can be developed as planned. The AOC's design will comply with California Building Code (2001) §1804.4 requirements to incorporate special provisions for foundation design and construction as provided by the Geotechnical Report. Table 18-1-B of the California Building Code (2002) classifies the potential expansion of soils as very low, low, medium, high, or very high. Since the project site is already developed with buildings, landscaping, and storm drains, the AOC cannot accurately predict the site's soil horizons and soil properties. However, the site's flat terrain and successful construction of the nearby City of Pittsburg Civic Center indicate that expansive soil problems will not create substantial risks to property or life.

The AOC's project planning procedures include preparation of a Geotechnical Report. Registered geologists and registered engineers will prepare the report. The report will describe the methods and results of a geotechnical exploration; develop design recommendations for foundation type, grading, pavement design, and other pertinent topics; and verify that the site can be developed as planned. The AOC's project designers will use the Geotechnical Report and other data to: (1) ensure that the building's design and construction does not create substantial risks to life or property and (2) construct the building in conformance with the requirements of the California Building Code to withstand any anticipated risks related to expansive soils.

Mitigation Measures: No mitigation measures are required.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The proposed project does not propose to use septic tanks or alternative waste disposal systems. Sanitary sewer services in the area are currently supplied by the City of Pittsburg and Delta Diablo Sanitation District (DDSD). No further analysis is required.

Mitigation Measures: No mitigation measures are required.

4.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

No Impact. The project proposes the construction of a new courthouse facility that would not require the routine transport, use, or disposal of hazardous materials. The use of materials would be limited to commonly available, routinely used cleaning products and infrequent applications of pesticides and herbicides to landscaped areas.

The AOC will comply with U.S. Environmental Protection Agency, OSHA, State of California Environmental Protection Agency, and BAAQMD requirements; AOC's compliance with these requirements will add additional protections to avoid significant hazards.

Mitigation Measures: No mitigation measures are required.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

No Impact. Refer to Response 4.7(a)."

Mitigation Measures: No mitigation measures are required.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact. Pittsburg High School, located at 250 School Street, is within one-quarter mile of the project site. The materials used at the project site would be household cleaning products and infrequent application of pesticides and herbicides to landscaped areas. However, as stated in Response 4.7(a) above, the operation of the new courthouse facility will not involve the use, storage, transport, or disposal of hazardous materials. Therefore, the impacts of hazardous emissions and handling on the nearby school would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) *Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. The project site is not included on a list of hazardous materials sites.⁶ In addition, Environmental Data Resources (EDR) provided a recent database search for the eastern portion of the project site, at the current location of the PCC and PFCU buildings.⁷ The site is not listed in any of the database searched by EDR. There has been no notice of violation, cease and desist order, or the like issued for the site. No corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed at the site. The subject site has not been under investigation for violation of any environmental laws, regulations, or standards identified in the databases. Therefore, the construction or operation of the proposed courthouse facility would not create any impact in this regard.

Mitigation Measures: No mitigation measures are required.

⁶ As indicated on the U.S. Environmental Protection Agency website, <http://www.epa.gov/enviro/> and the California Department of Toxic Substances Control website, <http://www.envirostor.dtsc.ca.gov/public/>.

⁷ The EDR search results are available in a Phase I Environmental Site Assessment completed for the PCC and PFCU buildings. The report is on file at the Judicial Council offices.

- e) *For a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project site is not located within an airport land-use plan area or within 2 miles of any airport. Therefore, the project would have no impact on safety levels with respect to airports.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is not in the vicinity of a private airstrip. Therefore, the project would have no impact on safety levels with respect to private airstrips.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is adjacent to other governmental/institutional services, including the City of Pittsburg Police Department located at 65 Civic Avenue on the adjacent parcel to the north. Since the police are responsible for responding to emergency events, traffic associated with evacuation activities may potentially occur in the vicinity. However, the traffic associated with courthouse activities is not expected to substantially increase above levels currently generated by the existing courthouse and City Civic Center. Therefore, any impact to emergency evacuation would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Surrounding sites are completely developed. No wildlands exist within the project vicinity.

Mitigation Measures: No mitigation measures are required.

4.8 HYDROLOGY AND WATER QUALITY

Would the project:

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

Less Than Significant Impact. The California RWQCB, through the San Francisco Bay RWQCB, regulates waste discharges into waters of the State through the National Pollutant Discharge Elimination System (NPDES) permit system. An NPDES permit is required for any project that results in the creation or replacement other than maintenance of at least 1 acre of impervious surface area and has the potential to discharge storm water to a water body of the US. Dischargers are required to incorporate facilities to treat runoff before it is discharged to storm drains or creeks. All projects that result in the creation of over 10,000 square feet of impervious surface must show treatment source control measures as set forth in the Stormwater C.3 Guidebook, such as producing a Stormwater Control Plan. The plan must show how drainage from each impervious area is captured and directed to an on-site treatment device. The plan should also outline how the treatment device will be operated and maintained. To protect creeks from erosion, projects may also be required to detain or infiltrate runoff so that peak flows and durations match pre-project conditions. The City of Pittsburg participates in a joint municipal NPDES with other cities in Contra Costa County under the Contra Costa Clean Water Program. The City of Pittsburg requires new development to adopt BMPs to minimize runoff of construction debris and sediment into local water supplies.

During construction, short-term water quality impacts may occur. Extensive site preparation and excavation may expose loose soil to potential erosion, which, if not controlled, could potentially be transported to local waterways and result in an increase in suspended sediment load. As the proposed project is greater than 1 acre, the project would be required to prepare an SWPPP to identify sources of sediments and pollution that could potentially affect storm water quality. The SWPPP would also identify and implement storm water prevention measures to reduce pollution. In addition, as the proposed project creates more than 10,000 square feet of impervious surface, it will comply with the source control measures as set forth in the Stormwater C.3 Guidebook. Therefore, potential water quality and waste discharge impacts from the proposed project are expected to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project site is in a developed area that does not contribute significantly to the depletion or recharge of underground water supplies. Furthermore, the project would not intercept an aquifer. Therefore, potential groundwater impacts from the proposed project are expected to be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?*

No Impact. There are no streams or rivers on or within the vicinity of the proposed project site. The proposed project would not alter existing drainage patterns at the site.

Mitigation Measures: No mitigation measures are required.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?*

No Impact. As previously stated, there are no streams or rivers on or within the vicinity of the proposed project site, and the proposed project would not alter existing drainage patterns at the site.

Mitigation Measures: No mitigation measures are required.

- e) *Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. The proposed project does not propose sufficient impervious surfaces to substantially increase the amount of runoff from the site. In addition, the proposed project would adopt BMPs to incorporate inlet filtration devices to capture potential pollutants from the storm drain runoff and utilize landscape areas for filtration of runoff.

Mitigation Measures: No mitigation measures are required.

f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. The proposed project's construction contractor shall secure the RWQCB's approval of BMPs to avoid degradation of water quality; in addition, the AOC will require inspection, monitoring, and maintenance of the SWPPP's best management provisions in the contractor's bid package.

Mitigation Measures: No further mitigation measures are required.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The proposed project does not include habitable accommodation. Therefore, the impact is expected to be less than significant.

Mitigation Measures: No mitigation measures are required.

h) *Place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

No Impact. As discussed above, the site is not within a designated flood zone. Therefore, the proposed project would not result in any impacts.

Mitigation Measures: No mitigation measures are required.

i) *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. As previously discussed, the proposed project is not within a designated flood area and would therefore not expose people or structures to significant risks.

Mitigation Measures: No mitigation measures are required.

j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. The Pittsburg General Plan indicates that portions of the city adjacent to Suisun Bay are susceptible to potential tsunami or seiche inundation. Some coastal inundation and damage could occur if a

tsunami or seiche coincided with very high tides or an extreme storm. The General Plan also indicates that wave height and tsunami run-up is expected to be small in the interior portions of the San Francisco Bay. The proposed project area is not adjacent to Suisun Bay; therefore, there is no potential for the proposed project site to be inundated by a mudflow.

Mitigation Measures: No mitigation is required.

4.9 LAND USE AND PLANNING

Would the project:

- a) *Physically divide an established community?*

No Impact. The project site is fully developed with the current courthouse and other governmental/institutional buildings, except for a vacant lot on the southwestern corner of the site. The proposed project would be consistent with surrounding governmental and institutional uses including the City of Pittsburg Civic Center and the Pittsburg Unified School District office. Residential areas occur to the east across Railroad Avenue; however, the proposed project would be west of Railroad Avenue with other governmental and institutional buildings.

Mitigation Measures: No mitigation measures are required.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The proposed project is consistent with the General Plan Designation for the site, which is public/institutional uses. The proposed project would be replacing an existing courthouse building with a new courthouse building and a parking lot. The General Plan allows for such uses in the public/institutional planning area.

Mitigation Measures: No mitigation measures are required.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The project site and vicinity are fully developed and not located in a habitat conservation area or natural community conservation area.

Mitigation Measures: No mitigation measures are required.

4.10 MINERAL RESOURCES

Would the project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. No mineral resources of regional value are known to exist at this site.

Mitigation Measures: No mitigation measures are required.

- b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan?*

No Impact. The site is not a delineated mineral resource recovery site.

Mitigation Measures: No mitigation measures are required.

4.11 NOISE

Would the project result in:

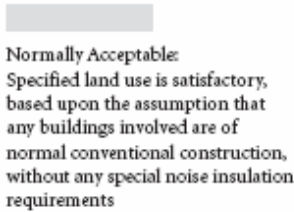
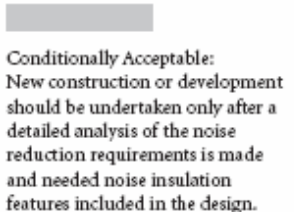
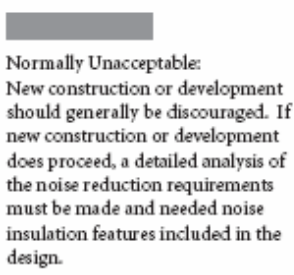
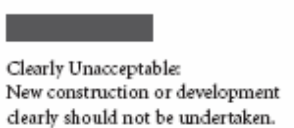
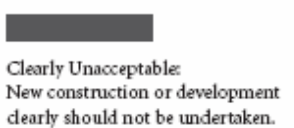
- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Potentially Significant Impact Unless Mitigated. The Pittsburg Municipal Code contains general limitations on noise but does not quantify levels that should not be exceeded. On the other hand, the Pittsburg General Plan does contain noise policies. The General Plan noise mitigation measure 12-P-9 requires projects to limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8am and 5pm. The General Plan also identifies degrees of acceptable usage for new development depending on land use and noise levels (measured as decibels or dB) as shown on Table 4.11-1. These noise levels are based on daily averages with nighttime noise effectively having more weight in the averages. The proposed project is adjacent to the Civic Center, residential development, and a park. Taking into account the nearby land uses, this table can be used as a guide for determining significance thresholds.

During construction, short-term noise would be generated from workers traveling in their vehicles to and from the site and from the use of construction equipment. While the noise contribution from worker vehicles would be temporary and small, the noise from construction equipment may be appreciable. The operation of construction equipment can result in maximum short-term noise levels ranging from 80 dB to 95 dB. These levels may be significant depending on the duration, but mitigation measures would minimize the impacts. For example, following the General Plan policies, noise levels associated with the construction activities would be limited to daytime hours (7 AM to 5 PM). Given the short-term nature of the noise, the impacts would be less than significant with the mitigation measures below.

After construction is complete, the additional vehicles traveling to the site would increase noise levels adjacent to nearby roads. However, the increase would be minimal and thus impacts from the additional vehicles to the nearby sensitive receptors are expected to be less than significant.

Table 4.11-1 Pittsburg General Plan Compatibility Guidelines

Land Use Category	Exterior Day/Night Noise Levels DNL or Ldn, dB						INTERPRETATION
	55	60	65	70	75	80	
Residential— Single Family							
Residential— Multiple Family							
Transient Lodging— Motels, Hotels							
Schools, Libraries, Churches, Hospitals*, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing,							

Source: Pittsburg 2020: A Vision for the 21st Century, City of Pittsburg General Plan, December 2004.

Mitigation Measures: The following mitigation measures would reduce construction noise impacts to less than significant levels:

- NOISE 1** Limit generation of loud noises to normal business hours between 8AM and 5 PM.
- NOISE 2** Locate staging area and stationary equipment as far as possible from sensitive receptors (such as the park, the homes across Railroad Avenue, and school).
- NOISE 3** Ensure all construction equipment is properly maintained and operated and are equipped with mufflers.

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

Potentially Significant Impact Unless Mitigated. During construction, groundborne vibration and noise may be generated by large trucks and other heavy equipment during demolition, grading, and construction of buildings. Generally, the groundborne vibration and noise would have a minimal impact on nearby sensitive receptors. However, at particular phases of construction (e.g., demolition), groundborne vibration may be excessive. These vibrations would not reoccur when construction is complete. Given the short-term nature of the vibrations, construction impacts to vibration levels are expected to be less than significant with the application of Mitigation Measure NOISE 1, which limits generation of loud noises.

Mitigation Measures: Implement Mitigation Measures NOISE 1 through NOISE 3.

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

Less Than Significant Impact. Appendix D contains the results of noise measurements made near the proposed project that help to characterize the existing noise levels. The proposed project would result in a small increase to nearby traffic and thereby add to the existing noise levels. The increase would originate primarily from passenger vehicles that do not generate as much noise as large transport trucks. Also, these vehicles would likely travel to and from the site during limited times of the day. Most of the new arriving vehicles would come during the peak morning traffic hour. These vehicles are expected to leave gradually throughout the afternoon. Thus the permanent increase in average daily noise levels is not anticipated to be significant.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact Unless Mitigated. The increase in noise levels associated with construction of the proposed project may result in significant short-term noise impacts to the nearby sensitive receptors as discussed in part 4.11(a). The implementation of the part 4.11(a) mitigation measures would reduce the impact to less than significant levels.

Mitigation Measures: Implement Mitigation Measures NOISE 1 through NOISE 3.

- e) *For a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The proposed project is not located within an airport land-use plan or within 2 miles of a public airport.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The proposed project is not located within the vicinity of a private airstrip.

Mitigation Measures: No mitigation measures are required.

4.12 POPULATION AND HOUSING

Would the project:

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

No Impact. The project proposes to construct a new courthouse on an approximately 4-acre site. The proposed project would create an increase in the number of judicial support and Central Clerk Staff personnel from 44 current employees to 60, plus an additional 17 employees for the County Sheriff's Department. The proposed project would not induce substantial population growth or result in a significant increase in employment. Therefore, no further analysis is required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The proposed project involves construction of a replacement courthouse on a site that is currently occupied by an existing courthouse, the PCC and PFCU buildings, and vacant land in the southwestern corner of the site. Therefore, the proposed project would not displace any existing housing.

Mitigation Measures: No mitigation measures are required.

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

No Impact. See response 4.12(b).

Mitigation Measures: No mitigation measures are required.

4.13 PUBLIC SERVICES

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

1) *Fire Protection?*

No Impact. The Contra Costa Fire Protection District (CCFPD) Battalion 8 provides fire protection services to the cities of Pittsburg and Antioch, and surrounding unincorporated areas. Pittsburg has four fire stations, with two stations in proximity to the project site. Station 84, at 200 E. Sixth Street, is approximately 1 mile from the project site. Station 85, at 2555 Harbor Street, is approximately 1.2 miles from the project site. A 1.5-mile response area is considered adequate to ensure 5-minute emergency response to all properties.

The proposed courthouse and parking area would not affect acceptable service ratios since the courthouse would not create a substantial increase in service needs as compared to the existing facility. In addition, the CCFPD would inspect the project plans and provide comments to ensure optimal access of emergency vehicles and maximize the performance objectives of emergency service personnel. As part of the project's compliance with the State Building Code, the AOC's design will include the following fire and emergency response measures:

- The project will be designed to include automatic fire sprinklers;
- The project will be designed to include a supervised fire alarm system located in an accessible location with an annunciator per the requirements of the California Fire Code;
- The project will be designed so that access to and around structures will meet all CCFPD and California Fire Code requirements; and
- The project will be designed so that all rooms and buildings will be clearly marked with addresses, and a site directory will be posted at the front entrance to the facility;

Mitigation Measures: No mitigation measures are required.

2) *Police Protection?*

Less Than Significant Impact. The Contra Costa Sheriff's Department will continue to provide security services to the new courthouse facility. The AOC and Superior Court will continue to fund the security services. The proposed project would not create a substantial increase in the need for these services than already exists. Therefore, the project would have a less than significant impact with regard to this public service.

Mitigation Measures: No mitigation measures are required.

3) *Schools?*

Less Than Significant Impact. The proposed project is to construct a new courthouse facility at a site with existing institutional uses. Residential development is not a part of the project. Therefore, the project would not create a substantially greater need for schools than already exists. The proposed project would result in an increase in the number of judicial support and Central Clerk Staff Personnel from 44 current employees to 60, plus an additional 17 employees for the County Sheriff Department. The negligible increase in staffing will not create a substantial need for school facilities.

Mitigation Measures: No mitigation measures are required.

4) *Parks?*

Less Than Significant Impact. The proposed project does not involve residential development and will not cause an increase in residential housing and the need for additional parks in the surrounding area.

Mitigation Measures: No mitigation measures are required.

5) *Other Public Facilities?*

Less Than Significant Impact. The proposed project would not substantially increase the need for assistance from public facilities or agencies to a greater level than that of the existing courthouse. Therefore, no significant impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

4.14 RECREATION

Would the project:

- a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. The nature of the activity of the proposed project would not result in an increase in the use of neighborhood and regional parks or other recreational facilities.

Mitigation Measures: No mitigation measures are required.

- b) *Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

No Impact. See Response 4.14(a)

Mitigation Measures: No mitigation measures are required.

4.15 TRANSPORTATION/TRAFFIC

Would the project:

- a) *Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?*

Setting and Project Background:

Roadways and Intersections: S.R. 4, Railroad Avenue, Power Avenue, California Avenue, and Civic Avenue are the primary roadways serving the courthouse. The major intersections affected by traffic traveling to and from the courthouse are as follows:

- Civic Avenue/Railroad Avenue
- Power Avenue/Railroad Avenue
- Railroad Avenue/ S.R. 4 Freeway Interchange Westbound Ramps
- Railroad Avenue/S.R. 4 Freeway Interchange Eastbound Ramps
- California Avenue/SR4 Westbound Off-Ramp

- California Avenue/Harbor Street

Motorists traveling WB on SR4 must travel on/through these facilities to access the courthouse.

Project Background: The existing Pittsburg-Delta Courthouse operates with five judicial position equivalents in four courtrooms, and includes a jury assembly room that functions as a fifth courtroom for the hearing of traffic and small claims cases. The courthouse has approximately 44 judicial support and Central Clerk Staff, plus 10 employees of the County Sheriff's Department performing duties in the courthouse. Courthouse office hours are 8:00 AM to 3:00 PM Monday through Friday. The courthouse uses the jury assembly room for jury selection activities 2 days per week (Monday and Thursday) in the early morning before trials begin, and uses the jury assembly room for judicial proceedings on Monday, Wednesday, and Friday from 8:30 AM to 5:00 PM and on Tuesday and Thursday from 9:30 AM. to 5:00 PM. Courthouse vehicular activity is at maximum levels every day in the morning, and at peak levels in the morning on jury call days (Monday and Thursday mornings).⁸

The courthouse justices currently hear the following case types: domestic violence; civil harassment; juvenile delinquency (involving non-custody; drug court proceedings); small claims; unlawful detainer; mediations for small claims, unlawful detainer, and civil harassment; felony criminal; misdemeanors (including traffic); and non-traffic infractions.

Transportation to and from the Courthouse: The Contra Costa County Sheriff's Department transports in-custody detainees to the courthouse using buses. The bus enters the courthouse area from the S.R. 4 freeway using northbound Railroad Avenue and westbound Civic Avenue to a courthouse parking lot entrance. The bus passes southbound through the parking lot and along a drive on the eastern and southern sides of the building to the building's sallyport on the southwest corner of the building. The Sheriff's bus stops along the driveway adjacent to the sallyport, and defendants enter through a fenced security entrance. When the bus exits, it passes northbound through the parking lot and enters onto eastbound Civic Avenue, continuing to turn right onto southbound Railroad Avenue to S.R. 4.

⁸ Jerry Ripperda, Environmental Analyst, Judicial Council of California, Administrative Office of the Courts, written statement, May 17, 2006 and personal communication, June 5, 2006.

The Sheriff's Department brings in-custody detainees to the courthouse in two shifts of approximately 20 detainees; one bus delivers the first shift of detainees between 7:00 AM - 8:00 AM and then returns empty to the County jail, and a second bus delivers the second shift of detainees at approximately 11:30 AM - 12:30 PM and returns to the jail with some of the morning shift detainees. A final bus travels to the courthouse in the late afternoon and returns all remaining detainees to the jail.

All other traffic has access to courthouse parking lots adjacent to the building by using three driveways fronting on Civic Avenue. When the 113-space courthouse public parking lot fills, overflow parking is available on the adjacent School District parking lot (43 spaces) located immediately east of the courthouse with access using Civic Avenue, or individuals may choose to park across Civic Avenue from the courthouse in a 24-space parking lot serving a City park. In addition, parking is available on-street along Civic Avenue (an estimated 80 parallel, on-street parking spaces are available, including both sides of Civic Avenue, within a maximum 4 minutes walking distance of the courthouse).

The project site is currently served by Tri-Delta Transit Routes 70 and 380, which provide weekday bus service nearby or adjacent to the site. Bus stops nearest the site are located just east of the courthouse frontage of Civic Avenue, near the intersection of Railroad Avenue / Civic Avenue, and fronting the park across the street (directly north of) the courthouse.

Traffic Count Data and Intersection Level of Service (LOS) for Existing and Future (without project) Conditions and Available Intersection Level of Service Information

Table 4.15-1 shows existing (May 2006) weekday peak hour traffic counts obtained from the City of Pittsburg at the four Railroad Avenue intersections expected to be most impacted by courthouse traffic: Civic Avenue, Power Avenue, and the S.R. 4 freeway interchange intersections.⁹ The AM commute peak traffic hour was found to occur from 7:00 to 8:00 AM at the Railroad Avenue intersections with Civic Avenue and the S.R. 4 freeway interchange intersections, and from 7:15 to 8:15 AM at the Railroad Avenue / Power Avenue intersection. City analysis indicates that the Railroad Avenue / S.R. 4 freeway Westbound Ramps intersection is operating acceptably at LOS D during the AM peak hour and the

⁹ May, 2006 traffic count data was provided by Paul Reinders, Traffic Engineer, City of Pittsburg. Counts are shown in Appendix D of this report.

Railroad Avenue / S.R. 4 freeway Eastbound Ramps intersection is operating acceptably at LOS C during the AM peak hour.¹⁰ The City did not have available LOS analysis results for the Railroad Avenue intersections with Civic and Power avenues.¹¹

As noted in Section 1.3.2 Railroad Avenue Specific Plan, the City of Pittsburg is developing a Railroad Avenue Specific Plan for development of a potential eBART station at the intersection of Railroad Avenue and S.R. 4. The City has not completed development of the specific plan or associated county-wide modeling of the plan's traffic effects; therefore, this analysis uses data from the most recent Draft EIR¹² prepared for this area of the City of Pittsburg to provide an indication of future conditions at intersections where data are available (Railroad Avenue /S.R. 4 freeway interchange intersections.)¹³ The EIR analysis indicates that, by 2007, total

¹⁰The City of Pittsburg considers midrange LOS D an acceptable service level operation for most signalized intersections, except Railroad Avenue intersections with the S.R. 4 freeway ramps, where LOS E is acceptable. Appendix D provides an explanation of the level of service concept and A-F scale describing service levels of operation.

¹¹ Paul Reinders, Senior Civil Engineer, City of Pittsburg, personal communication, July 6, 2006.

¹² Black Diamond Redevelopment Project Draft EIR, May, 2005. Available at <http://www.ci.pittsburg.ca.us/Pittsburg/Government/Departments/Planning-Building/EIR.htm>

¹³The AOC understands that City of Pittsburg staff caution that basing future traffic projections on a 2005 analysis of conditions at the study intersections is not consistent with the City's current land use changes that the City is considering for the immediate vicinity of the Courthouse or the City's on-going modeling of the roadway system related to these changes; City staff also caution that this study's use of projections made in 2005 cannot be considered an accurate representation of future conditions. However, the AOC concluded that the City of Pittsburg's development of its Railroad Avenue BART Specific Plan was too indefinite to allow the AOC to use the plan for future baseline conditions for this CEQA study. CEQA Guidelines 15145 specify that if a lead agency makes a thorough investigation and finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact. This study concludes that at this time it is speculative to assess the project's future traffic effects based on the City's uncompleted traffic projections of its projected Railroad

approach volumes at the Railroad Avenue / S.R. 4 Eastbound Ramps intersection will have increased close to 23 percent, and in the same time period, total approach volumes at the Railroad Avenue / S.R. 4 Westbound Ramps intersection will have increased over 42 percent. Both intersections will continue to operate acceptably at or better than LOS D during the AM peak hour.

Counts were conducted of inbound and outbound courthouse traffic on a Monday morning in June 2006 when the courts were anticipated to experience high volume inbound traffic and high levels of parking demand. Peak traffic generation at the courthouse and maximum parking demand days occur due to jury calls for trial courts and full-schedule operation of the arraignment court and the traffic court. There are three trial courts operating in the existing facility, and each court's justice determines the need for a jury call at the end of the preceding day (i.e., the judge notifies staff of the need for a jury on a Wednesday afternoon before the Thursday jury selection day, or on a Friday afternoon before the Monday jury selection day). Targeting a maximum attendance day (i.e., with more than one court requiring a jury) required monitoring court activities for several weeks. Mondays and Thursdays in early June had only one jury call for one court, but for purposes of capturing traffic activity on a peak day, the Initial Study traffic analysts preferred to capture traffic and parking demand on a day having at least two courts with jury calls. Monday, 19 June 2006 presented an unusually high traffic-generating day with substantial jury activity in all three trial courts: one court had a trial in progress, requiring attendance by an empanelled jury, and the two other trial courts had jury calls. A jury call for a single court requires two groups of 12 potential jurors to arrive at the courthouse by 8:30 AM. On the court day, four groups of twelve potential jurors arrived at the courthouse by 8:30 AM, yielding a truly high-volume jury call day. On the same day, the remaining other two courts (traffic and arraignment) were also operating with full schedules.¹⁴ Traffic and parking count results are shown on Table 4.15-2.

Applicable Standards – Criterion for Conduct of Full Traffic Analysis and Minimum Acceptable Intersection Operation

Avenue BART Specific Plan developments. Therefore, this study bases its analyses of future traffic impacts on the Black Diamond Redevelopment Project Draft EIR data.

¹⁴ Mimi Rydel, temporary court scheduler, personal conversation, June 19, 2006.

The CCTA requires traffic impact analysis for projects generating more than 100 peak hour trips. In addition, evaluation is required for any intersection expected to receive more than 50 project trips during the AM or PM peak traffic hours. This standard is also followed by the City of Pittsburg.¹⁵

The City of Pittsburg General Plan includes a policy that requires that signalized intersection LOS standards comply with requirements of Countywide Transportation Measure C, which indicates that LOS D is the poorest acceptable peak hour operation at the Railroad Avenue intersections with S.R. 4 ramps and that midrange LOS D (Traffic Volume/Roadway Capacity is greater than 0.85) is the poorest acceptable operation at signalized intersections along Railroad Avenue.

Project Impacts:

Proposed Project

The new courthouse would front on Center Drive, a short roadway segment that connects to Power Avenue (see the Vicinity Map, Figure 1). The courthouse would operate with seven judicial position equivalents in seven courtrooms. The AOC projects approximately 60 judicial support and central clerk staff persons in the new courthouse (this is an increase of 16 over the current level of staffing). In addition, 17 employees of the County's Sheriff's Department will perform duties in the courthouse (this is an increase of 7 over the current level of Sheriff's Department staffing). Courthouse days and hours of operation will remain the same.

The facility would also include the following features:

- An access lane from the parking lot to a below-ground, secured sallyport.
- Approximately 200 parking spaces on the site plus additional parking spaces on nearby property of the City of Pittsburg to provide a total of 280 parking spaces.
- The existing courthouse parking lot along Civic Avenue will remain available throughout the construction period.

¹⁵ Paul Reinders, Senior Civil Engineer, personal communication, June 2, 2006.

Transportation to and from the Courthouse

The Contra Costa Sheriff's Department would continue to transport in-custody defendants to the new courthouse using buses. The bus would enter the courthouse parking lot as it does today, using northbound Railroad Avenue and westbound Civic Avenue. It would proceed through the public parking lot to access the below-ground-level sallyport to unload and pick up defendants. The bus would exit using Center Drive directly to southbound Railroad Avenue, and continue to westbound S.R. 4. The Sheriff's Department would presumably use two buses for each shift, transporting approximately 60 in-custody detainees per day.

All other traffic would either access the new courthouse parking lots using Power Avenue to Center Drive, or continue to access the Civic Avenue courthouse parking lots using the three driveways fronting on Civic Avenue. Presumably, parking overflow, if any, could continue to park on-street along Civic Avenue or make use of the 24-space City Park parking lot.

The project site would continue to be served by Tri-Delta Transit Routes 70 and 380.

Project Trip Generation and Distribution:

Table 4.15-3 shows maximum anticipated project trip generation during the peak hour of adjacent street traffic. The proposed project would be expected to generate, at most, a 30 percent increase in existing traffic at the courthouse. Although the two courts to be added would represent a 40 percent increase in the total number of courtrooms, the two courts to be added would not be trial courts requiring jury calls, which are known to greatly increase the amount of inbound AM peak hour traffic at the courthouse on the peak traffic-generating days (Monday and Thursday). Applying 30 percent of total traffic on a maximum-court-activity day as a conservatively high indicator of the traffic impact of the two new courts, a maximum of 25 inbound and four outbound new vehicle trips would result during the AM peak hour of ambient traffic (7:00 – 8:00) at the Railroad Avenue intersections with Civic Avenue and the Railroad Avenue/S.R. 4 Eastbound and Westbound ramp intersections. During the AM peak hour of ambient traffic at the Railroad Avenue/Power Avenue intersection (7:15 – 8:15), a maximum of 46 inbound and six outbound new vehicle trips would result from the two new courts.

Table 4.15-1 shows the courthouse project traffic increment total approach volume at the four intersections for the relevant peak hour: 7:00 – 8:00 AM

peak hour of the Railroad Avenue intersections with Civic Drive and the S.R. 4 interchange, and the 7:15 – 8:15 AM peak hour at the Railroad Avenue/Power Avenue intersection. Trips were distributed according to observed patterns of arrival and departure from the courthouse, with the majority of traffic traveling to and from S.R. 4 using the Railroad Avenue interchange intersections.

During the 7:15 to 8:15 AM peak hour, as traffic distributes to the local roadway system, the project's contribution to traffic to study intersections would be as follows:

- Railroad Avenue/Civic Avenue intersection: 13 vehicle trips;
- Railroad Avenue/Power Avenue intersection: 37 vehicle trips;
- Railroad Avenue/S.R. 4 Freeway Westbound Ramps intersection: 35 vehicle trips;
- Railroad Avenue/S.R. 4 Freeway Eastbound Ramps intersection: 17 vehicle trips.

During both commute peak traffic hours, the anticipated level of AM peak hour traffic due to the project would fall below the CCTA's 100-vehicle threshold requiring conduct of a traffic study, and no individual study intersection would receive in excess of 50 vehicle trips added due to the project. At most, during the AM peak hour of traffic at the Railroad Avenue/Power Avenue (7:15 – 8:15), the Railroad Avenue /Civic Avenue intersection would be expected to experience a total of 37 project-generated trips. Other study intersections would experience less additional traffic due to the project.

Less Than Significant Impact. The project would be expected to generate, at most, 46 inbound and six outbound vehicle trips during the AM commute peak traffic hour of adjacent street traffic.¹⁶ The projected level of AM peak hour traffic due to the project would fall below the Contra Costa Transportation Authority's (CCTA) 100-vehicle threshold

¹⁶ Peak hours of adjacent street traffic are based upon May, 2006 traffic counts conducted for the City of Pittsburg.

requiring conduct of a traffic study,¹⁷ and no individual study intersection would receive in excess of 50 vehicle trips added during the peak hour due to the project. This volume of traffic would not be considered substantial in relation to the existing traffic load and capacity of the street system. Therefore, no significant impacts are anticipated in this regard.

As noted previously, the City has not completed development of the specific plan or associated county-wide modeling of the plan's traffic effects, and this study uses data from the most recent Draft EIR as the best available data for the transportation analysis. The absence of future traffic data reflecting the City's assumptions for Railroad Avenue-related development handicaps this study's analysis; however, the project's projected traffic increases represent less than 1 percent of the May 2006 existing traffic volumes at the S.R. 4 ramps, approximately 1 percent of the Railroad Avenue/Power Avenue intersection, and approximately 2 percent of the Railroad Avenue/Civic Avenue intersection. Since the courthouse-related traffic is irregular and variable due to irregular patterns of the Superior Court's juror calls and this study's analyses are based on an exceptionally high traffic day (due to the court's operation of three trial courts on June 19) that is analogous to a worst-case scenario, this study concludes that the projected increase in project-related traffic is less than significant.

Mitigation Measures: No mitigation measures are required.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact. The CCTA is the County Congestion Management Agency. Please see the discussion of CCTA standards in section a), above.

Mitigation Measures: No mitigation measures are required.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

¹⁷ The Contra Costa Transportation Authority is also the County's designated Congestion Management Agency.
http://www.ccta.net/GM/congestion_management.htm

No Impact. Expansion of the courthouse would have no impact on air traffic patterns or air traffic levels, and would not result in any substantial increase in aviation safety.

Mitigation Measures: No mitigation measures are required.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. The proposed project would not be expected to result in any increased hazards due to a design feature. The new courthouse will face Center Avenue, and the AOC's design will be consistent with professional engineer traffic standards. All vehicular traffic would continue to access the courthouse using existing roadways. Therefore, no significant impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

- e) *Result in inadequate emergency access?*

Less Than Significant Impact. The AOC's development of the project site will conform to recommendations of the Superior Court of California (County of Contra Costa), the Contra Costa Sheriff's Department, and the West County Fire District to ensure adequate emergency access considerations. The West County Fire District would review plans to ensure emergency access. The proposed project does not include closure of any public through street that is currently used for emergency services, and would not be expected to interfere with the adopted emergency response plan. Therefore, no significant impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

- f) *Result in inadequate parking capacity?*

Less Than Significant Impact. The current courthouse off-street parking supply is 127 spaces, with an additional 147 parking spaces available to the courthouse in nearby lots and on-street along Civic Avenue. The following provides details of parking currently available to the courthouse:

- 14 secure spaces (non-public) located on the southern side of the courthouse – access from Civic Avenue.

- 113 public spaces in large lot fronting the courthouse – access from Civic Avenue.
- 43 public spaces in the school district parking lot available to the courthouse – primary access from Civic Avenue.
- 24 public parking spaces in a parking lot serving the municipal park located across Civic Avenue (directly north of the courthouse) – access from Civic Avenue.
- 80 public spaces on-street. These are unrestricted, parallel parking spaces along both side of Civic Avenue within nearby walking distance to the courthouse (this is an approximate count – most spaces are not striped).

Table 4.15-4 shows that peak parking demand on a high activity day at the courthouse was 216 parking spaces. The proposed project would result in a total on-site (courthouse only) supply of 200 parking spaces, with 80 additional near-by spaces supplemented by the City of Pittsburg (see Figure 2).¹⁸ Future peak day parking demand, with seven courts in operation, is projected at 281 spaces (a 30 percent increase over the current peak demand day).¹⁹ This level of parking demand could be accommodated within the proposed 280 on-site and nearby City of Pittsburg-owned spaces. Therefore, no significant impacts are anticipated in this regard.

The project will eliminate approximately 30 parking spaces in the parking lot south of the Pittsburg Unified School District Offices; this lot provides spaces for the school district offices, the Pittsburg Community Center, and the Pittsburg employees Federal Credit Union. The City of Pittsburg’s demolition of the buildings housing the Pittsburg Community Center, and the Pittsburg employees Federal Credit Union will eliminate the parking demand of these operations, but the AOC believes that Pittsburg Unified School District Offices staff and visitors have a need for ten to twenty parking spaces that have been bet by this lot. However, the Pittsburg Unified School District has another parking lot in parcel 086-007-021 at the

¹⁸ Jerry Ripperda, Environmental Analyst, Judicial Council of California, Administrative Office of the Courts, personal communication, July, 2006.

¹⁹ The City’s Off-Street Parking and Loading code (Section 18.78.040) does not include parking requirements for courthouses. Therefore, survey data has been used to project the parking requirement.

southeast corner of Civic Avenue and Railroad Avenue. AOC staff has observed that when the existing courthouse's lot is not filled, then this northern school district lot typically has ten to twenty vacant parking spaces. Since the new courthouse's on-site parking lots and the spaces provided by the City of Pittsburg (in the current courthouse's parking lot or in other City-owned lots) will eliminate courthouse visitors' use of the Pittsburg Unified School District's northern lot, the northern school district lot should provide adequate parking space capacity for school district staff and visitors to replace the parking spaces lost by removal of the southern school district lot. In addition, the new courthouse's parking lots will ensure there will continue to be many parking spaces for school district visitors along Civic Avenue and in the City of Pittsburg's parking lots. The AOC concludes that school district staff and visitors will find sufficient parking spaces in the school district's lot north of the school district offices.

The project will also eliminate 20 to 30 parking spaces in the City of Pittsburg's Civic Center parking lot. This lot has a capacity of approximately 230 public spaces and additional spaces dedicated for use by City of Pittsburg staff. The AOC's project will eliminate approximately 20-30 parking spaces in the Civic Center's parking lot. AOC staff monitored parking space availability in the Civic Center lot and found that vacant parking spaces exceeded 65 spaces²⁰. The project would therefore reduce vacant parking spaces to 35-45 spaces. Therefore, the AOC concludes that the project would not have significant parking effects for the City of Pittsburg's Civic Center

Mitigation Measures: No mitigation measures are required.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

Less Than Significant Impact. The proposed project would not be expected to conflict with adopted policies, plans, or programs supporting alternative transportation. Bus transportation is available to the project site today, with a stop near the Civic Avenue courthouse frontage (in the southwest quadrant of the Civic Avenue / Railroad Avenue intersection). This is not anticipated to change due to the project. Therefore, no significant impacts are anticipated in this regard.

²⁰ Jerry Ripperda, Environmental Analyst, Judicial Council of California, Administrative Office of the Courts, personal communication, December, 2006.

Mitigation Measures: No mitigation measures are required.

Table 4.15-1. Total AM Peak Hour Approach Volume at Study Intersection

(AM peak hour of ambient traffic is 7:00 – 8:00 AM, with the exception of the railroad/ power intersection where it is 7:15 – 8:15)

Intersection	Existing ⁽¹⁾	Year 2007 (without Project) ⁽²⁾	Project Increment ⁽³⁾
Railroad Avenue /Civic Avenue	1594	Not Available	13
Railroad Avenue/Power Avenue	2086	Not Available	37
Railroad Avenue / S.R. 4 Westbound Ramps/California Avenue	3376	4,138	35
Railroad Avenue/S.R. 4 Eastbound Ramps	2665	3,392	17

⁽¹⁾ May, 2006 traffic count data was provided by Paul Reinders, Senior Civil Engineer, City of Pittsburg. Counts are shown in Appendix D of this report.

⁽²⁾ Based year 2007 AM peak hour traffic projections contained the most recent Draft EIR traffic analysis conducted for the City of Pittsburg in the project vicinity (Black Diamond Redevelopment Draft EIR traffic section, prepared by Crane Transportation Group for the City of Pittsburg, May, 2005).

⁽³⁾ Assumes that the newly constructed off-street parking spaces will be the first to fill, thus the majority of arrivals between 7:15 – 8:15 are projected to turn left at Power Avenue to access the new courthouse parking lots fronting Center Avenue.

Source: Traffic counts and parking surveys conducted by Crane Transportation Group

Table 4.15-2. Traffic Counts of Courthouse Traffic

(Arrivals at Courthouse Driveways, Nearby Parking Lots and On-Street) 19 June 2006

Time	Inbound	Outbound
7:00 – 7:15	4	0
7:15 – 7:30	8	2
7:30 – 7:45	20	3
7:45 – 8:00	51	6
<i>Total Vehicles 7:00 – 8:00 AM ⁽¹⁾</i>	<i>Total Inbound: 83</i>	<i>Total outbound: 11</i>
8:00 – 8:15	73	8
<i>Total Vehicles 7:15 – 8:15AM ⁽²⁾</i>	<i>Total Inbound: 152</i>	<i>Total outbound: 19</i>
8:15 – 8:30	53	23
8:30 – 8:45	42	22
8:45 – 9:00	43	30
<i>Total Vehicles 8:00-9:00 AM</i>	<i>Total Inbound: 211</i>	<i>Total Outbound: 83</i>
9:00 – 9:15	5	18

⁽¹⁾ Ambient peak hour at Railroad Ave / Civic Avenue and Railroad Ave / SR. 4 Ramps Intersections.

⁽²⁾ Ambient peak hour at Railroad Avenue / Power Avenue.

Source: Traffic counts and parking surveys conducted by Crane Transportation Group

Table 4.15-3. Trip Generation Due to Two New Courts AM Peak Hour of Adjacent Street Traffic

Land Use: Two Non-Trial Courts ⁽¹⁾	Inbound	Outbound
AM Peak hour at Railroad Avenue intersections with Civic Avenue and the S.R. 4 Ramps intersections (7:00 – 8:00)	25	4
AM Peak hour at the Railroad Avenue intersection with Power Avenue (7:15 – 8:15)	46	6

⁽¹⁾ The two new courts would not produce calls for juries, and are estimated result in an increase of 30 percent of total peak day traffic (Monday or Thursday) with three trial courts in operation with jury calls in two courts, one empanelled jury, and the two non-trial courts (arraignment and traffic) operating on full schedules.

Source: Crane Transportation Group

Table 4.15-4. Parking Demand Surveys Conducted 19 June 2006

Time	Increment of parked cars added to parking lots and on-street parking areas ⁽¹⁾
7:00 – 7:15	4
7:15 – 7:30	6
7:30 – 7:45	17
7:45 – 8:00	45
Total Vehicles 7:00 – 8:00 AM ⁽²⁾	Accumulated total parked vehicles: 72
8:00 – 8:15	65
Total Vehicles 7:15 – 8:15AM ⁽³⁾	Accumulated total parked vehicles: 137
8:15 – 8:30	30
8:30 – 8:45	22
8:45 – 9:00	13
	Accumulated total parked vehicles (peak parking demand) 202+ 14 ⁽¹⁾ = 216
9:00 – 9:15	-13

⁽¹⁾ 14 were cars parked at 7:00 AM, before start of counts. ⁽²⁾ Ambient peak hour at Railroad Ave / Civic Avenue and Railroad Ave / SR. 4 Ramps Intersections. ⁽³⁾ Ambient peak hour at Railroad Avenue / Power Avenue.

Source: Traffic counts and parking surveys conducted by Crane Transportation Group

4.16 UTILITIES/SERVICE SYSTEMS

Would the project:

- a) Exceed wastewater treatment requirements of the applicable RWQCB?

Less Than Significant Impact. The proposed project would create an increase in the number of employees (16 additional judicial support and Central Clerk Staff Personnel and 17 additional employees for the County Sheriff Department). Therefore, the amount of wastewater generated

from the proposed project would be greater than that of the existing facility. However, courthouse activities would not result in contaminant emissions that would require a higher wastewater treatment level. Therefore, the existing wastewater system would be capable of handling the wastewater generated from the new facility. Therefore, no significant impact is anticipated.

Mitigation Measures: No mitigation measures are required.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. The DDS D currently provides wastewater treatment services to the existing courthouse facility, and would also provide such services to the new courthouse facility. The new courthouse facility would require additional wastewater service needs, given the increase in building size and number of employees as compared to the existing facility. However, as detailed in its adopted District Master Plan, the DDS D plans to expand services to meet the needs projected for the General Plan buildout for the cities of Pittsburg and Antioch, and unincorporated Bay Point.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is currently developed with three buildings and a parking lot. The new courthouse facility would also include impervious surfaces. However, the project also proposes open, landscaped areas that would reduce storm water runoff into the sewer system. In addition, the new courthouse is not expected to generate more storm water runoff than the existing site. Therefore, no significant impacts would result due to implementation of the proposed project. The project would also be required to comply with NPDES regulations, ensuring that impacts to storm water drainage systems are minimized.

Mitigation Measures. No mitigation measures are required.

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

Less Than Significant Impact. The City of Pittsburg obtains raw water from the Contra Costa Water District (CCWD) through the Contra Costa Canal as part of the Central Valley Project. In addition, CCWD has water rights with a number of local districts and private entities, such as the East Contra Costa Irrigation District. These water sources add up to 242,700 acre-feet per year for the CCWD's annual water supply. The City also obtains water from two wells, which yield an additional 1,500 acre-feet per year.

The Pittsburg General Plan²¹ provides policies to ensure that water supply facilities are constructed in proportion to urban development through 2020. Given the scope and size of the proposed project, it is not expected to require additional water supply needs than what has already been anticipated in the General Plan.

Mitigation Measures: No mitigation measures are required.

- e) *Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. The City of Pittsburg and the DDS D would provide sanitary sewer services to the project site. The DDS D treatment plant, located north of Pittsburg-Antioch Highway, just east of Pittsburg city limits, has the capacity to treat approximately 16.5 million gallons per day (mgd).²² Total wastewater flow in 2020 is projected to be approximately 6.5 mgd with buildout of the city.²³ Therefore, the sanitation district is fully capable of meeting the demands in the future, in addition to providing wastewater treatment services to the project site.

Mitigation Measures: No mitigation measures are required.

²¹ City of Pittsburg, *Pittsburg 2020: A Vision for the Future, City of Pittsburg General Plan, Growth Management Element*, p. 3-1.

²² City of Pittsburg, *Pittsburg 2020: A Vision for the Future, City of Pittsburg General Plan, Public Facilities Element*, p. 11-3.

²³ City of Pittsburg, *Pittsburg 2020: A Vision for the Future, City of Pittsburg General Plan, Public Facilities Element*, p. 11-9.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact: Pittsburg Disposal Services is in charge of picking up solid waste for the city. Residential and commercial solid waste is disposed of at Potrero Hills Landfill east of Suisun City, and non-recyclable industrial waste is transported to Keller Canyon Landfill, southeast of city limits. While the Potrero Hills Landfill was at full capacity in 1996, there have been recent plans to expand the facility and an environmental review is taking place. The Keller Canyon Landfill has the capacity to receive non-recyclable industrial waste until 2030. Therefore, the landfill has enough capacity to receive solid waste from the proposed project site. In addition, solid waste generation at the site would be minimized through the following measures:

- The project design will incorporate recycling programs through the designation of space and facilities for recycling activities, including an area for recyclable waste to be stored and adequate passage for pick-up vehicles.
- Plants that are less susceptible to drought will be planted for landscaping, which decrease maintenance activities and yard waste that would otherwise be sent to landfills.
- The occupants of the courthouse facility will be informed of recycling programs and encouraged to recycle such items as newspapers, glass bottles, aluminum, and metal cans.

Given that there is adequate landfill capacity and measures would be taken to minimize solid waste disposal, the impacts with respect to solid waste disposal services are expected to be less than significant.

Mitigation Measures: No mitigation measures are required.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact: Adequate solid waste storage areas at the project site would be designated, and waste would be stored in containers in a manner that complies with federal, state, and local statutes and regulations. Solid waste collection vehicles would be given adequate access to the waste storage area. In addition, the project developer(s) would take any necessary measures to comply with California Code of Regulations, State Department of Health Services, Pittsburg Disposal Services, and the BAAQMD, with respect to handling and disposal of

hazardous materials. Therefore, no significant impacts are anticipated with respect to compliance with statutes and regulations.

Mitigation Measures: No mitigation measures are required.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:

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

No Impact. The proposed project does not contain any endangered plant or animal species, or cultural or historic resources. Therefore, this proposed project does not have the potential to have an adverse impact on the environment.

- b) *Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

No Impact. The proposed project is consistent with the City’s General Plan and the analysis did not identify any cumulatively considerable impacts related to this project. The proposed project would not result in a significant impact.

- c) *Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

No Impact. Other than the impacts identified and mitigated above, the proposed project has no foreseeable substantial effects on human beings.

- California Air Resources Board, *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, 22 July 2004.
- California Air Resources Board website
(<http://www.arb.ca.gov/desig/adm/adm.htm>.)
- City of Pittsburg, *Pittsburg 2020: A Vision for the 21st Century, City of Pittsburg General Plan, Land Use Element*, 2004.
- City of Pittsburg, *Pittsburg 2020: A Vision for the 21st Century, City of Pittsburg General Plan, Health and Safety Element*, 2004.
- City of Pittsburg, *Pittsburg 2020: A Vision for the 21st Century, City of Pittsburg General Plan, Open Space, Youth and Recreation*, September 2004.
- California Department of Conservation – Divisions of Mine and Geology, *Fault Activity Map of California and Adjacent Area*, 1994.
- RBF Consulting, *Court of Appeal, Fourth Appellate District, Division Three replacement Project*, October 26, 2004.
- Department of Toxic Substances Control, *Dow-Pittsburg Chemical Company RCRA Hazardous Waste Storage Permit Renewal*, November 2003.
- CDMG Maps of Known Active Fault, Near-Source Zones in California and Adjacent portions of Nevada, 1998.
- Federal Emergency Management Agency, *FIRM Flood Insurance Rate Map Community Panel Number 0600330004E*.

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7.0 INVENTORY OF MITIGATION MEASURES

7.1 *Air Quality*

- AIR QUALITY 1 During conditions when substantial dust is present, water all exposed soil or apply soil stabilizers to construction areas, parking areas, and staging areas to eliminate substantial dust generation. Locate the staging area away from sensitive receptors (such as the park, homes across Railroad Avenue, and school).
- AIR QUALITY 2 Cover any trucks hauling soil, sand, and other loose materials or require any trucks to maintain at least 2 feet of freeboard.
- AIR QUALITY 3 If construction operations carry visible soil materials to paved areas or adjacent streets, sweep the affected paved areas at least once per day.

7.2 *Cultural Resources*

CULTURAL RESOURCES 1

If cultural resources are exposed during construction of the proposed project, the AOC's contractor will halt construction in that area of the site until a qualified archaeologist performs an evaluation of the find. If the archaeologist determines the find to be significant, the area of discovery shall be protected from disturbance to allow qualified archaeologists and appropriate officials, in consultation with the SHPO, to determine appropriate measures for conserving the resource.

CULTURAL RESOURCES 2

If human remains are exposed during construction, all construction activities shall halt in the area of the discovery in accordance with California Health and Safety Code section 7505.5. No further disturbance shall occur to the area until the County Coroner determines the origin and disposition of the remains, pursuant to Public Resources Code 5097.98, and

appropriate consultation and treatment are conducted.

7.3

Noise

NOISE 1

Limit generation of loud noises to normal business hours between 8AM and 5 PM.

NOISE 2

Locate staging area and stationary equipment as far as possible from sensitive receptors (such as the park, the homes across Railroad Avenue, and school).

NOISE 3

Ensure all construction equipment is properly maintained and operated and are equipped with mufflers.

8.0

CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the Judicial Council of California prepare a Mitigated Negative Declaration for the East Contra Costa County Courthouse Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for determination (See Section 9.0, Lead Agency Determination).


13 December 2006

Date



George Carlson
Program Director
Environmental Impact Analysis and Planning
ERM-West, Inc. (ERM)

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



 Signature

Judicial Council of California, Admin. Office of the Courts
 Agency

Jerry Ripperda, Environmental Scientist
 Printed Name/Title

13 December 2006
 Date

The Draft Initial Study was made available to the public during a 30-day public review period from December 18, 2006 through January 17, 2007. A public notice, shown in Appendix F, was published in the Contra Costa Times on January 4, 5, 6, 7, and 8, 2007, and notified the public that copies of the Draft Initial Study could be obtained at the Contra Costa Library branches in Pittsburg, Antioch, Brentwood, and Martinez or by downloading the document from a website. The notice was also sent by mail to individuals within a 300-foot radius of the project site. The mailing list, with addresses obtained from the Contra Costa County Assessor's Office, is provided in Appendix G.

Bound copies of the Draft Initial Study were also sent by mail to local and state agencies within the vicinity of the project site. This mailing list is also shown in Appendix G.

Following the public review period, comments were received from the City of Pittsburg Planning Department. No other comments were received. A copy of the City of Pittsburg comment letter is provided in Appendix H.

Following are the responses to the City of Pittsburg comment letter received on the Draft Initial Study. In each case, the individual comments in the letter are provided in their entirety prior to providing the response. Some responses include revisions or additions to the text in the Draft Initial Study. The text deleted from the Draft Initial Study is shown in strike-through below, and the new text is shown as underlined. The changes have been incorporated within the Final Initial Study.

1. Comment: Page 9 - Proposed Project - First Paragraph 1

The project site is described as being four acres; however, on Page 34 (paragraph 1), the site is described as a five-acre site. Please confirm and check consistency throughout the document.

The project site is 4.16 acres. The subject sentence on Page 34 has been changed as follows:

The proposed ~~5-acre site~~ approximately 4-acre site is located in a developed area zoned as a GQ District.

As shown on page 58 of the Final Initial study, the first sentence of Response 4.12(a) has been changed as follows:

The project proposes to construct a new courthouse on a ~~5-acre~~ an approximately 4-acre site.

2. Comment: Page 9 - Proposed Project - Bullet 1

AOC expects to locate a certain number of parking spaces on parcel 086-010-018, which will be owned by the City of Pittsburg. Please clarify the total number of parking spaces that will be required to meet expected Courthouse parking demand on that parcel considering the total number of on-site and on-street parking spaces along Civic Avenue (mentioned in bullet point no. five on page 68).

On Page 9, the following change has been made:

After completion of the new courthouse, the State of California will demolish the existing courthouse and transfer ownership of approximately three acres of the parcel 86-010-018's four acres to

the City of Pittsburg. Although the State will construct new parking areas adjacent to the new courthouse, the City of Pittsburg will allow court visitors and staff to continue some parking at the existing parking lot.

On Page 14, the following changes have been made:

The new courthouse will have two stories with a partial basement, will face southwards toward Center Drive, and will be approximately 45 feet tall. The facility will provide approximately 200 parking spaces, and the City of Pittsburg will provide additional parking off-site to ensure a total courthouse parking supply of 280 spaces. The southern and eastern portions of the courthouse grounds would be landscaped.

Therefore, the first bullet point on page 9 now states that the State will transfer only a portion of parcel 86-010-018 to the City of Pittsburg. In addition, text for the bullet points on page 70 of the Final Initial Study states that the AOC intends to construct up to approximately 200 parking spaces for the new courthouse and that the City of Pittsburg will provide additional parking near the new courthouse on City of Pittsburg property so that the sum of the new courthouse's parking spaces and City of Pittsburg's courthouse-dedicated spaces equals 280 parking spaces.

3. Comment: Page 30 & 31 - 4.3.a - Air Quality (Last Paragraph)

This section notes that the new building would total about 20,000 additional square feet above the current facility however, the current facility is estimated at 23,900 square feet (page 5), and the new facility is estimated at 73,500 square feet (page 9) for a total additional gross floor area of 49,600 square feet. This section assumes that the courthouse "overall increase is small" with an "associated small increase in vehicle trips." The total increase in vehicle trips and associated impacts on air quality should be disclosed in the Initial Study in order to make a determination if the impact is potentially significant or not.

The text on Page 31 incorrectly identifies the increase in square footage. However, the conclusion does not change. The BAAQMD CEQA Guidelines specifies that the project is considered significant if emissions are greater than 80 pounds per day for ROG, NO_x, and PM (each). Using the URBEMIS model, emissions from a Government Civic Center was estimated based on the increase in square footage from 23,900 to 73,500 square feet. The increase in emissions of ROG, NO_x, and PM would be

less than 9 pounds per day for each pollutant. Therefore, the impact from ROG, NO_x, and PM emissions would be less than significant.

The subject sentence on Page 31 has been changed as follows:

As part of the proposed project, the number of court rooms would increase from four to seven, and the new building would have about ~~20,000~~ 50,000 additional square feet.

4. Comment: Page 31 - 4.3b - Air Quality (Last Paragraph)

This section states that additional vehicles and potential congestion could increase local CO concentrations at nearby intersections; however, without citing an Air Quality study or additional findings, the paragraph concludes that “Additional vehicles, however, would not have a significant impact on congestion or delay on nearby roadways. Therefore, any CO concentration increase is anticipated to be less than significant.” Please provide the evidence that led to this conclusion.

The state CO ambient air quality standard is 9.0 ppm for the 8-hour standard and 20 ppm for the 1-hour standard. A nearby monitoring station (583 W. 10th St, Pittsburg) has measured a maximum 8-hour concentration of 2.5 ppm and a maximum 1-hour concentration of 6.2 ppm over the past 3 years. If we treat these concentrations as the representative background concentrations, the proposed project would have to increase 8-hour and 1-hour CO concentrations by 6.5 ppm and 13.8 ppm, respectively, to exceed the state standards.

The BAAQMD CEQA Guidelines provide an example calculation of CO concentration at a fictitious intersection. The intersection has an hour traffic volume of 6,100 vehicles per hour. This results in an increase in 8-hour concentration of 2.2 ppm and increase in 1-hour concentration of 3.1 ppm over background levels. The intersections studied for the proposed project are expected to have peak AM traffic volumes below 5,000 vehicles per hour (existing plus project). If we assume conservatively, however, that the analyzed intersections would generate CO concentrations equal to the example in the BAAQMD CEQA Guidelines, the total predicted CO concentration (background plus project) would be 4.7 ppm for the 8-hour average and 9.3 ppm for the 1-hour average. This is well under the 8-hour and 1-hour state CO ambient air quality standard of 9.0 ppm and 20 ppm, respectively.

5. Comment: Page 44 - 4.7.c. - Hazards and Hazardous Materials (First Paragraph)

Pittsburg High School is located at 250 School Street, approximately 1,100 feet from the proposed site.

The subject sentence has been changed as follows, as shown on Page 46 of the Final Initial Study:

~~Railroad Junction School~~ Pittsburg High School, located at ~~2224 Railroad Avenue~~ 250 School Street, is within one-quarter mile of the project site.

6. Comment: Page 47 - 4.8.a - Hydrology and Water Quality (First Paragraph)

As of August 15, 2006, all projects that result in the creation of over 10,000 square feet of impervious surface must show treatment source control measures as set forth in the C.3 Guidebook.

The following changes have been made to the subject paragraph:

Dischargers are required to incorporate facilities to treat runoff before it is discharged to storm drains or creeks. All projects that result in the creation of over 10,000 square feet of impervious surface must show treatment source control measures as set forth in the Stormwater C.3 Guidebook, such as producing a Stormwater Control Plan. The plan must show how drainage from each impervious area is captured and directed to an on-site treatment device. The plan should also outline how the treatment device will be operated and maintained. To protect...

The following changes have been made to the second paragraph in the subject section:

...measures to reduce pollution. In addition, as the proposed project creates more than 10,000 square feet of impervious surface, it will comply with the source control measures as set forth in the Stormwater C.3 Guidebook. Therefore, potential water quality and...

7. Comment: Section 4.15 Transportation and Traffic - Page 59 - First Paragraph

California Avenue should be added to the list of primary roadways serving the courthouse, and bullets should be added for the intersections of California Avenue/SR4 WB off-ramp and California

Avenue/Harbor Street. Motorists traveling WB on SR4 must travel on/through these facilities to access the courthouse.

The subject sentence, as shown on Page 61 of the Final Initial Study, has been changed as follows:

Roadways and Intersections: S.R. 4, Railroad Avenue, Power Avenue, California Avenue, and Civic Avenue are the primary roadways serving the courthouse. The major intersections affected by traffic traveling to and from the courthouse are as follows:

- Civic Avenue/Railroad Avenue
- Power Avenue/Railroad Avenue
- Railroad Avenue/ S.R. 4 Freeway Interchange Westbound Ramps
- Railroad Avenue/S.R. 4 Freeway Interchange Eastbound Ramps
- California Avenue/SR4 Westbound Off-Ramp
- California Avenue/Harbor Street

Motorists traveling WB on SR4 must travel on/through these facilities to access the courthouse.

8. Comment: Section 4.15 Transportation and Traffic - Page 63 - Second Paragraph

Incorrectly states that the City's standard (i.e. threshold) for traffic impact analysis is the same as CCTA's (100-pk.hr.trips). In fact the City's General Plan (GP) Policy 3-P-9 requires a "City-lead traffic impact study for all development projects expected to generate more than 50 peak-hour vehicle trips." However, a General Plan amendment increasing the standard to more than 100 peak-hour trips, which is consistent with CCTA standards, will be considered by the end of January 2007.

The Draft Initial Study (page 63, third paragraph) states that the City's threshold is currently "50 project trips." However, according to the City's response to this Draft Initial Study, the City is currently considering adopting the threshold of 100 peak hour trips consistent with the Measure C (CCTA) threshold for traffic impact studies. See item # 10.

9. Comment: Section 4.15 Transportation and Traffic - Page 63 - Third Paragraph

Incorrectly states that Railroad Ave./ SR 4 ramp intersections have LOS E as the poorest acceptable peak hour operation allowed by Pittsburg General Plan policy (page 7-7) and Measure C. The poorest LOS allowed at these intersections is D or better (< 85% capacity) per Measure C requirements.

The subject sentence has been changed as follows, as shown on Page 66 of the Final Initial Study:

The City of Pittsburg General Plan includes a policy that requires that signalized intersection LOS standards comply with requirements of Countywide Transportation Measure C, which indicates that LOS ~~E~~ D is the poorest acceptable peak hour operation at the Railroad Avenue intersections with S.R. 4 ramps and that midrange LOS D (Traffic Volume/Roadway Capacity ~~equals~~ is greater than 0.85) is the poorest acceptable operation at signalized intersections along Railroad Avenue.

10. Comment: Section 4.15 Transportation and Traffic - Page 64 - Last Paragraph

The document states that the project would generate, at most, a 30% increase in courthouse traffic, yet the new courthouse's GFA is proposed to be more than triple the existing courthouse.

The courthouse expansion development project is expected to increase the existing courthouse gross floor area by 49,600 sf (73,500 sf - 23,900 sf). ITE's published trip generation rate for Land Use Code 730, Govt. Office Bldg., is 5.88 peak hour trips per 1000 square feet GFA (weekday a.m. peak hour of adjacent street traffic). Using this rate, the courthouse expansion is projected to generate 292 net new peak hour trips (5.88 x 49.6), and a traffic impact study is necessary to meet City and Measure C requirements.

Assuming a 30% increase in trips due to the courthouse expansion is appropriate for analyzing traffic impacts; then, using Table 4.15-2, Traffic Counts of Courthouse Traffic, there would be 211 + 83 = 294 trips generated in the peak hour of the project, from 8 a.m. to 9 a.m.

Please note that any Traffic Study prepared for the project must follow CCTA protocol and format.

The City's suggested square-foot- based approach to determining trip generation is found incorrect because:

(a) The current building is over-crowded and much of the new building's square-footage alleviates the current over-crowding without increasing traffic; and

(b) Equating a courthouse to a "Government Office Building" is not valid because courthouses contain substantial areas (such as holding cells and separate public/judicial staff/in-custody detainee circulation areas) that do not generate automobile traffic.

The City does not reject the Initial Study's 30% projection; however, it presumes that $30\% \times 211$ trips equals 83 new trips. The 83 new trip result is incorrect; $30\% \times 211$ is only 63 new trips. Both 83 (an incorrect calculation) or 63 (correct calculation) new trips fall below the CCTA's 100 vehicle trip threshold for traffic studies.

The suggested contact with the CCTA has been made, and the most current CCTA Traffic Impact Guidelines (July 19, 2006) have been reviewed. According to these Guidelines, the project would result in generating fewer than 100 peak hour trips, thus, would not be required to prepare a Traffic Impact Study.

The Lead Agency has made the following revisions to the Draft Initial study. The deleted text from the Draft Initial Study is shown in strike-through below, and the new text is shown as underlined. The changes have been incorporated within the Final Initial Study.

1. Revision: On the Title Page, the following change has been made:

East Contra Costa ~~County~~ Courthouse

2. Revision: On Page 3, the following changes have been made:

The General Plan elements reviewed in the preparation of this document include Air Quality; Drainage, Flooding, and Water Quality; Land Use; Transportation; Noise; Health and Safety; and Open Space, Youth, and Recreation.

3. Revision: On Page 7, the following changes have been made:

The Pittsburg-Delta Courthouse operates with five judicial position equivalents in four courtrooms; ~~it also includes and~~ and a jury assembly room that functions as a fifth courtroom for the hearing of traffic and small claims cases; the Superior Court expects to add another judicial position in 2007.

4. Revision: On Page 7, the following changes have been made:

The Sheriff's bus stops along the driveway adjacent to the sallyport, and ~~defendants~~ in-custody detainees enter through a fenced security entrance.

5. Revision: On Page 10, the following change has been made:

The lot will have approximately 40 spaces and will include an exit-only connection to Railroad Avenue.

6. Revision: On Page 10, the following text has been added as the second bullet point:

An access lane will extend from the Civic Center's driveway along the northern side of the new courthouse to an exit-only driveway to Railroad Avenue. The access lane will be partially below ground-level to connect to

the courthouse's basement-level sallyport; gates will restrict access to the sallyport. The access lane will provide access to public parking areas, restricted access to the sallyport, and exit-only access to Railroad Avenue from the secured parking area, sallyport, and the public parking areas.

7. Revision: On Page 11, the following change has been made:

~~Noise control contract provisions to limit the hours of construction activities from~~ Limit construction activities that generate loud noises to the hours from 8:00 AM...

8. Revision: On Page 11, the following has been added as the third bullet point:

The project's design will include features to ensure compliance with San Francisco Bay Regional Water Quality Control Boards' NPDES permit requirements, including Provision "C.3" for the governing discharges from the municipal storm drain systems of Contra Costa County and cities and towns within the County; and ...

9. Revision: On Page 12, the following changes have been made::

The AOC expects to begin construction of the new courthouse in ~~midlate-~~2008 and complete construction of the new courthouse in ~~late 2009~~ early 2010.

10. Revision: As shown on Page 14 of the Final Initial Study, the following changes have been made:

~~The existing Pittsburg-Delta Courthouse would be demolished and replaced by a 120-space parking lot assigned to the new facility. The new East Contra Costa County Courthouse would be constructed just south of the parking lot, requiring the demolition of two buildings – the PCC building and the PFCU building. The project will demolish the existing Pittsburg-Delta Courthouse after completion of the new facility. The new East Contra Costa County Courthouse will be just south of the parking lot, and its construction will require the demolition of two buildings – the PCC building and the PFCU building.~~

11. Revision: As shown on Page 14 of the Final Initial Study, the following changes have been made:

The new courthouse ~~would be designed to maximize~~ will improve the security of courthouse employees, with a separate driveway for receiving

in-custody detainees. In addition, the project proposes to expand on-site parking by approximately ~~120~~ 170 spaces.

12. Revision: On Page 14, the following changes have been made:

~~The General Plan Land Use Map designates the site as Public/Institutional, while zoning is GQ. Therefore, The Judicial Council of California is responsible for approving the project. The courthouse use is consistent with surrounding land uses and the land-use designation.~~

13. Revision: On Page 15, the following changes have been made:

Judicial Council of California
~~Administrative Office of the Courts~~
~~2860 Gateway Oaks Drive~~ 455 Golden Gate Avenue
~~Sacramento, CA 95833-3509~~ San Francisco, CA 94102-3660

14. Revision: On Page 15, the following changes have been made:

Jerry Ripperda, Environmental Analyst
Administrative Office of the Courts
2860 Gateway Oaks Drive
Sacramento, CA 95833-3509
Phone: (916) 263-8865
Fax: (916) 263-8140
Email: Jerry.Ripperda@jud.ca.gov

15. Revision: On Page 30, the following change has been made:

As part of the proposed project, the number of court rooms would increase from four and a half to seven, and...

16. Revision: On Page 32, the following changes have been made:

As noted in the discussion of Traffic resources, analysts expect the project to cause a courthouse-related traffic increase of approximately 30%, which will add approximately 83 traffic trips during the 8:00 AM to 9:00 AM period. As shown in Table 4.15-1, analysts' traffic counts for Railroad Avenue during the AM peak hour exceeded 1,500 at the Civic Avenue/Railroad Avenue intersection and 3,370 for the Power Avenue/Railroad Avenue intersection. Since the project's projected traffic increase is trivial compared to existing Railroad Avenue traffic, the

project's traffic-related air quality effects will be trivial in relation to existing traffic-related air quality effects. After construction, the small increase in vehicle emissions will not produce significant impacts to any air quality...

17. Revision: On Page 53, the following changes have been made:

~~According to the General Plan, loud noises from construction activities that are adjacent to existing development are limited to the hours of 8 AM to 5 PM. The General Plan noise mitigation measure 12-P-9 requires projects to limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8am and 5pm.~~

18. Revision: On Pages 56, 84, and Appendix A, the following change has been made to Mitigation Measure Noise 1:

~~Restrict construction activities to 8 AM and 5 PM and no activities shall occur on Sundays or holidays. Limit generation of loud noises to normal business hours between 8AM and 5 PM.~~

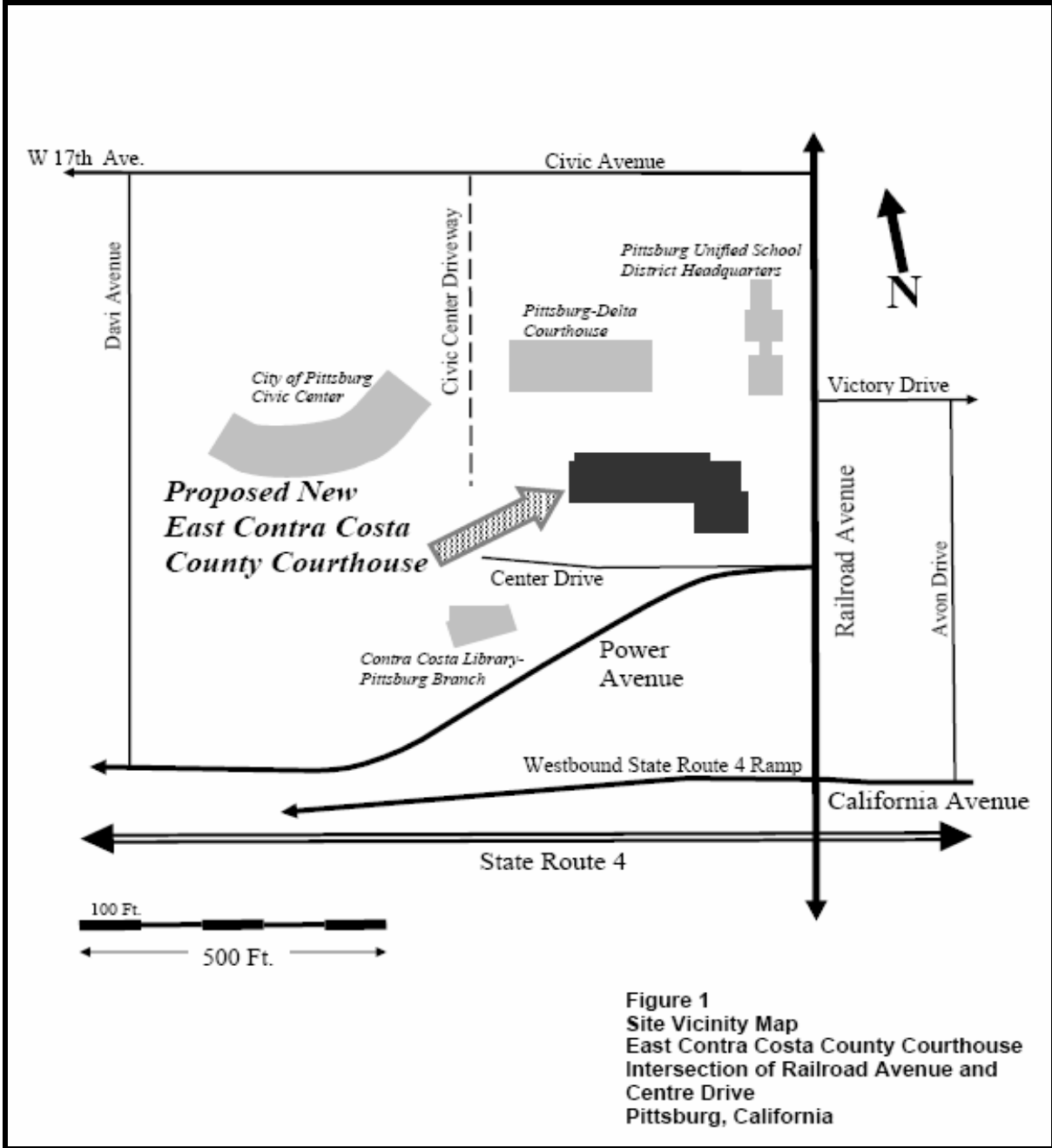
19. Revision: On Page 56, the following changes have been made:

~~...application of Mitigation Measure NOISE 1, which limits construction hours generation of loud noises.~~

20. Revision: The following changes have been made to the second to the last row of Table 4.15-2, as shown on Page 74 of the Final Initial Study:

Time	Inbound	Outbound
8:45 - 9:00	43	30
<i>Total Vehicles 8:00-9:00 AM</i>	<i>Total Inbound: 211</i>	<i>Total Outbound: 83</i>
9:00 - 9:15	5	18

Figures





EAST CONTRA COSTA COURTHOUSE
SUPERIOR COURT OF CALIFORNIA, COUNTY OF CONTRA COSTA

7 COURTROOM



SCALE: 1" = 100'-0"
0 50 100 200 FT



CURRENT COURTHOUSE SITE - PITTSBURG, CA HELLMUTH, OBATA + KASSABAUM, INC.

Figure 2
Site Detail Map
East Contra Costa County Courthouse
Intersection of Railroad Avenue and Center Drive
Pittsburg, California

Appendix A
Mitigation Monitoring Plan

Introduction

Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a Mitigated Negative Declaration or specified environmental findings related to an Environmental Impact Report.

This Mitigation Monitoring Plan has been prepared for the East Contra Costa County Courthouse project. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the required mitigation measures to reduce or avoid significant environmental impacts. Mitigation measures identified in this Mitigation Monitoring Plan were developed in the Initial Study prepared for the proposed project. This Mitigation Monitoring Plan is intended to be used by AOC Site Representatives and other responsible parties to ensure compliance with mitigation measures during project implementation.

The following table provides a summary of all mitigation and monitoring that will be conducted for the project. It also identifies the responsible monitoring party and implementation phase.

Impact	Mitigation Measure	Monitoring Agency	Implementation Phase
AIR QUALITY			
Mitigation measures related to Air Quality	Air Quality 1-3: Develop and implement measures to ensure that all of the following requirements are complied with. 1. During conditions when substantial dust is present, water all exposed soil or apply soil stabilizers to construction areas, parking areas, and staging areas to eliminate substantial dust generation. Locate the staging area away	AOC Site Representative	Prior to issuance of a building permit and initiation of construction activities.

Impact	Mitigation Measure	Monitoring Agency	Implementation Phase
	<p>from sensitive receptors (such as the park, homes across Railroad Avenue, and school).</p> <p>2. Cover any trucks hauling soil, sand, and other loose materials or require any trucks to maintain at least two feet of freeboard.</p> <p>3. If construction operations carry visible soil materials to paved areas or adjacent streets, sweep the affected paved areas at least once per day</p>		
CULTURAL RESOURCES			
Impacts related to archaeological and paleontological resources.	<p>Cultural Resources 1:</p> <p>If cultural resources are exposed during construction of the proposed project, the AOC's contractor will halt construction in that area of the site until a qualified archaeologist performs an evaluation of the find. If the archaeologist determines the find to be significant, the area of discovery shall be protected from disturbance to allow qualified archaeologists and appropriate officials, in consultation with the SHPO, to determine appropriate measures for conserving the resources.</p>	AOC Site Representative	During construction
Impacts related to disturbance of human remains	<p>Cultural Resources 2:</p> <p>If human remains are exposed during construction, all construction activities</p>	AOC Site Representative	Prior to issuance of a building permit and prior to commencement of any grading

Impact	Mitigation Measure	Monitoring Agency	Implementation Phase
	shall halt in the area of the discovery. No further disturbance shall occur to the area until the County Coroner determines the origin and disposition of the remains and appropriate consultation and treatment are conducted.		
NOISE			
Impacts related to Noise	<p>Noise 1-3:</p> <p>Develop and implement measures to ensure that all of the following requirements are complied with.</p> <ol style="list-style-type: none"> 1. Limit generation of loud noises to normal business hours between 8AM and 5 PM. 2. Locate staging area and stationary equipment as far as possible from sensitive receptors (such as the park, the homes across Railroad Avenue, and school). 3. Ensure all construction equipment is properly maintained and operated and are equipped with mufflers. 	AOC Site Representative	Prior to issuance of building permit and initiation of construction activities

Appendix B
California Natural Diversity
Database Search

Ambystoma californiense

California tiger salamander

Element Code: AAAAA01180

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Threatened

Global: G2G3

CDFG Status: SC

State: None

State: S2S3

----- **Habitat Associations** -----

General: SPECIES NOW LISTED AS THREATENED STATEWIDE. POPULATIONS IN SANTA BARBARA & SONOMA COUNTIES FORMERLY LISTED AS ENDANGERED

Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING

Occurrence No. 575

Map Index: 46242

EO Index: 46242

----- **Dates Last Seen** -----

Occ Rank: Fair

Element: 2000-03-08

Origin: Natural/Native occurrence

Site: 2000-03-08

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2001-10-24

Main Source: LYNCH, S. 2000 (OBS)

Quad Summary: HONKER BAY (3812118/481C)

County Summary: CONTRA COSTA

Lat/Long: 38.00335° / -121.95626°

Township: 02N

UTM: Zone-10 N4206700 E591634

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: 22 **Qtr:** SE

Symbol Type: POINT

Meridian: M

Radius: 1/10 mile

Elevation: 600 ft

Location: 1.3 MILES SW OF THE INTERSECTION OF BAILEY ROAD AND INDUSTRIAL HIGHWAY, SW OF WEST PITTSBURGH

Location Detail:

Ecological: HABITAT CONSISTS OF HILLY, NON-NATIVE GRASSLAND, UPSLOPE OF AN OLD STOCK POND (BERM OF STOCK POND WASHED OUT SOME TIME AGO); LIKELY HISTORIC BREEDING HABITAT.

Threat: THREATENED BY PROPOSED DEVELOPMENT.

General: 2 ADULTS (14CM TL) FOUND UNDER A BOARD ON 8 MAR 2000.

Owner/Manager: PVT

Ambystoma californiense

California tiger salamander

Element Code: AAAAA01180

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Threatened
State: None

Global: G2G3
State: S2S3

CDFG Status: SC

----- **Habitat Associations** -----

General: SPECIES NOW LISTED AS THREATENED STATEWIDE. POPULATIONS IN SANTA BARBARA & SONOMA COUNTIES FORMERLY LISTED AS ENDANGERED

Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING

Occurrence No. 756

Map Index: 53771

EO Index: 53776

----- **Dates Last Seen** -----

Occ Rank: Good

Origin: Natural/Native occurrence

Presence: Presumed Extant

Trend: Unknown

Main Source: KIRK, H. 2003 (OBS)

Element: 2003-11-09

Site: 2003-11-09

Record Last Updated: 2004-01-05

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.00380° / -121.97411°

UTM: Zone-10 N4206733 E590066

Mapping Precision: SPECIFIC

Symbol Type: POINT

Radius: 80 meters

Township: 02N

Range: 01W

Section: 21 **Qtr:** SE

Meridian: M

Elevation: 590 ft

Location: 2 MILES SW OF WEST PITTSBURG

Location Detail:

Ecological: HABITAT CONSISTS GRAZED NON-NATIVE GRASSLAND AND 2 FORMER STOCKPONDS CONNECTED BY A RIP-RAP SPILLWAY; LOWER POND IS BORDERED BY WILLOWS AND CATTAILS, AND THE UPPER POND IS DENSELY VEGETATED BY CATTAILS. PONDS ARE FENCED TO EXCLUDE CATTLE.

Threat: THREATENED BY HOUSING DEVELOPMENT.

General: 1 ADULT FEMALE (SVL = 95MM, TL = 178MM) TRAPPED IN DRIFT FENCE/PIT FALL TRAP 15 METERS FROM POTENTIAL BREEDING POND ON 9 NOV 2003.

Owner/Manager: PVT

Cordylanthus mollis ssp. mollis

soft bird's-beak

Element Code: PDSCR0J0D2

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G2T1

CNPS List: 1B

State: Rare

State: S1.1

R-E-D Code: 3-2-3

----- **Habitat Associations** -----

General: COASTAL SALT MARSH.

Micro: IN COASTAL SALT MARSH WITH DISTICHLIS, SALICORNIA, FRANKENIA, ETC. 0-3M.

Occurrence No. 7

Map Index: 10053

EO Index: 20377

----- **Dates Last Seen** -----

Occ Rank: Fair

Element: 1999-11-05

Origin: Natural/Native occurrence

Site: 1999-11-05

Presence: Presumed Extant

Trend: Decreasing

Record Last Updated: 2000-09-11

Main Source: PATTERSON, C. 1978 (PERS)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.04364° / -121.95451°

Township: 02N

UTM: Zone-10 N4211173 E591737

Range: 01W

Mapping Precision: SPECIFIC

Section: 03

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 6.5 ac

Elevation: 3 ft

Location: NORTH OF MCAVOY BOAT HARBOR AND NORTHEAST OF SHORE ACRES, ABOUT 0.5 MILE NORTH OF RR TRACKS, WEST OF PITTSBURG.

Location Detail: COLONIES MAPPED ALONG EITHER SIDE OF LEVEE.

Ecological: IN TIDAL BRACKISH MARSH WITH DISTICHLIS SPICATA, SALICORNIA VIRGINICA, ATRIPLEX PATULA HASTATA, SCIRPUS OLNEYI, LOTUS CORNICULATUS, AND JAUMEA.

Threat: HEAVILY GRAZED, NEAR ERODING LEVEE, JUNK PILES NEARBY.

General: 100 INDIVIDUALS OBSERVED BY PATTERSON IN 1984, NONE SEEN IN 1986, FEWER THAN 20 IN 1989, 23 IN 1993, 72 IN 1999 (MOST IN NEW COLONY). SOME SUITABLE HABITAT STILL EXISTS BUT SURROUNDING AREA GRAZED AND DISKED.

Owner/Manager: PG&E

Cordylanthus mollis ssp. mollis

soft bird's-beak

Element Code: PDSCR0J0D2

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G2T1

CNPS List: 1B

State: Rare

State: S1.1

R-E-D Code: 3-2-3

----- **Habitat Associations** -----

General: COASTAL SALT MARSH.

Micro: IN COASTAL SALT MARSH WITH DISTICHLIS, SALICORNIA, FRANKENIA, ETC. 0-3M.

Occurrence No. 17

Map Index: 22181

EO Index: 7978

----- **Dates Last Seen** -----

Occ Rank: Good

Element: 2002-10-08

Origin: Natural/Native occurrence

Site: 2002-10-08

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2003-02-12

Main Source: BOURSIER, P. 1992 (OBS)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.05090° / -121.99427°

Township: 02N

UTM: Zone-10 N4211940 E588240

Range: 01W

Mapping Precision: SPECIFIC

Section: 05 **Qtr:** N

Symbol Type: POLYGON

Meridian: M

Area: 20.1 ac

Elevation: 0 ft

Location: SUISUN BAY, FROM 0.3 MI W OF MIDDLE POINT TO 0.3 MI E OF MIDDLE POINT. PLANTS AT EDGE OF MARSH AND 0.3 MI INLAND.

Location Detail: OCCURRENCE MODIFIED TO INCLUDE 1996 SURVEY INFO ON CONCORD NAVAL WEAPONS STATION LAND (EASTERN AND WESTERNMOST POLYGONS). OCCURRENCE CONSISTS OF FIVE POLYGONS CURRENTLY.

Ecological: TIDAL SALT MARSH DOMINATED BY SALICORNIA VIRGINICA, AND DISTICHLIS SPICATA STOLONIFERA, JAUMEA CARNOSA, ACHILLEA MILLEFOLIUM. OTHER RARE PLANTS NEARBY: LILAEOPSIS MASONII AND LATHYRUS JEPSONII VAR. JEPSONII.

Threat: MOSQUITO ABATEMENT CHANNELS DUG IN MARSH.

General: OVER 12,000 PLANTS SEEN IN 1992 IN 5 GROUPS, 61,925 IN 1994, 16 PLANTS IN 1996 ON CONCORD NWS LAND. UNKNOWN NUMBER OF PLANTS AT WEST POLY DURING ASTER LENTUS SURVEY IN 2002.

Owner/Manager: PVT, DOD-CONCORD NWS

Cordylanthus mollis ssp. mollis

soft bird's-beak

Element Code: PDSCR0J0D2

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G2T1

CNPS List: 1B

State: Rare

State: S1.1

R-E-D Code: 3-2-3

----- **Habitat Associations** -----

General: COASTAL SALT MARSH.

Micro: IN COASTAL SALT MARSH WITH DISTICHLIS, SALICORNIA, FRANKENIA, ETC. 0-3M.

Occurrence No. 24

Map Index: 37761

EO Index: 32768

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1979-06-15

Origin: Natural/Native occurrence

Site: 1979-06-15

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1997-12-24

Main Source: SAVAGE, W. #1267 SJSU #9368 (HERB)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.04484° / -121.96174°

Township: 02N

UTM: Zone-10 N4211299 E591102

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: 03

Qtr: XX

Symbol Type: POINT

Meridian: M

Radius: 1/10 mile

Elevation: 5 ft

Location: ABOUT 0.25 MILE NORTH OF HARRIS YACHT HARBOR ON WEST SIDE OF CHANNEL, PITTSBURG.

Location Detail: 100' WEST OF HARRIS HARBOR CHANNEL. NEAREST LANDMARK LABELED AS MCAVOY BOAT HARBOR ON TOPO MAP.

Ecological: DISTURBED SALT MARSH ASSOCIATED WITH SALICORNIA, COTULA, AND DISTICHLIS.

Threat:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1979 COLLECTION BY SAVAGE.

Owner/Manager: UNKNOWN

Laterallus jamaicensis coturniculus

California black rail

Element Code: ABNME03041

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: None

Global: G4T1

CDFG Status:

State: Threatened

State: S1

----- Habitat Associations -----

General: MAINLY INHABITS SALT-MARSHES BORDERING LARGER BAYS.

Micro: OCCURS IN TIDAL SALT MARSH HEAVILY GROWN TO PICKLEWEED; ALSO IN FRESH-WATER AND BRACKISH MARSHES, ALL AT LOW ELEVATION.

Occurrence No. 34

Map Index: 10179

EO Index: 25802

----- Dates Last Seen -----

Occ Rank: Unknown

Element: 1977-07-02

Origin: Natural/Native occurrence

Site: 1977-07-02

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1989-08-10

Main Source: MANOLIS, T. 1977 (LIT)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.04213° / -121.91996°

Township: 02N

UTM: Zone-10 N4211040 E594771

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: XX Qtr: XX

Symbol Type: POINT

Meridian: M

Radius: 1/5 mile

Elevation:

Location: MALLARD ISLAND, HONKER BAY.

Location Detail:

Ecological: HABITAT IS MARSH CONSISTING OF SCIRPUS, JUNCUS, DISTICHLIS, AND TYPHA.

Threat:

General: 2-3 RAILS OBSERVED.

Owner/Manager: UNKNOWN

Laterallus jamaicensis coturniculus

California black rail

Element Code: ABNME03041

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G4T1

CDFG Status:

State: Threatened

State: S1

_____ **Habitat Associations** _____

General: MAINLY INHABITS SALT-MARSHES BORDERING LARGER BAYS.

Micro: OCCURS IN TIDAL SALT MARSH HEAVILY GROWN TO PICKLEWEED; ALSO IN FRESH-WATER AND BRACKISH MARSHES, ALL AT LOW ELEVATION.

Occurrence No. 35

Map Index: 09889

EO Index: 25800

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1994-04-XX

Origin: Natural/Native occurrence

Site: 1994-04-XX

Presence: Presumed Extant

Trend: Decreasing

Record Last Updated: 1999-01-14

Main Source: JONES & STOKES ASSOC. 1984 (LIT)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.05223° / -122.00525°

Township: 02N

UTM: Zone-10 N4212077 E587275

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: 05 **Qtr:** NW

Symbol Type: POLYGON

Meridian: M

Area: 477.4 ac

Elevation: 5 ft

Location: AVON-PORT CHICAGO MARSH BETWEEN PILES AT RR YARD AND MIDDLE POINT.

Location Detail: 1994, 3 PAIRS DETECTED IN MARSH OFF WHITE ROAD NEAR PIER 3 AND 1 IN MARSH OFF FROID STREET. RED FOX PREDATATION MAY BE PART OF THE REASON FOR THE POPULATION DECLINE.

Ecological:

Threat:

General: RAILS OBSERVED BY DFG PERSONNEL IN 1976. 21 RAILS RESPONDED TO TAPED CALLS IN 1982. 5 PAIRS IDENTIFIED BY CALLS IN 1994.

Owner/Manager: DOD-CONCORD NWS

Laterallus jamaicensis coturniculus

California black rail

Element Code: ABNME03041

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: None

Global: G4T1

CDFG Status:

State: Threatened

State: S1

----- **Habitat Associations** -----

General: MAINLY INHABITS SALT-MARSHES BORDERING LARGER BAYS.

Micro: OCCURS IN TIDAL SALT MARSH HEAVILY GROWN TO PICKLEWEED; ALSO IN FRESH-WATER AND BRACKISH MARSHES, ALL AT LOW ELEVATION.

Occurrence No. 77

Map Index: 10024

EO Index: 25789

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1982-06-27

Origin: Natural/Native occurrence

Site: 1982-06-27

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1996-01-05

Main Source: JONES & STOKES ASSOC. 1984 (LIT)

Quad Summary: HONKER BAY (3812118/481C)

County Summary: CONTRA COSTA

Lat/Long: 38.04685° / -121.96774°

Township: 02N

UTM: Zone-10 N4211516 E590572

Range: 99X

Mapping Precision: NON-SPECIFIC

Section: XX

Qtr: XX

Symbol Type: POINT

Meridian: M

Radius: 1/5 mile

Elevation:

Location: AVON-PORT CHICAGO MARSH; E OF FILTRATION PLANT, W OF MCAVOY BOAT HARBOR & N OF RR TRACKS.

Location Detail:

Ecological:

Threat:

General: 3 RAILS RESPONDED TO TAPED CALLS.

Owner/Manager: DOD-NAVY

Laterallus jamaicensis coturniculus

California black rail

Element Code: ABNME03041

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: None

Global: G4T1

CDFG Status:

State: Threatened

State: S1

----- Habitat Associations -----

General: MAINLY INHABITS SALT-MARSHES BORDERING LARGER BAYS.

Micro: OCCURS IN TIDAL SALT MARSH HEAVILY GROWN TO PICKLEWEED; ALSO IN FRESH-WATER AND BRACKISH MARSHES, ALL AT LOW ELEVATION.

Occurrence No. 112

Map Index: 38622

EO Index: 33629

----- Dates Last Seen -----

Occ Rank: Good

Element: 1998-04-02

Origin: Natural/Native occurrence

Site: 1998-04-02

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1998-04-20

Main Source: PARKER, C. 1998 (OBS)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.04564° / -121.94496°

Township: 02N

UTM: Zone-10 N4211404 E592573

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: 02 Qtr: XX

Symbol Type: POINT

Meridian: M

Radius: 1/10 mile

Elevation: 1 ft

Location: SOUTH SIDE OF SUISUN BAY, 0.5 MILE SSE OF STAKE POINT, 3 MILES WEST OF PITTSBURG

Location Detail:

Ecological: HABITAT CONSISTS OF TIDAL SALT MARSH, DOMINATED BY TYPHA LATIFOLIA AND SCIRPUS ACUTUS, INDICATING A STRONG FRESHWATER INFLUENCE. HIGH MARSH AREAS HAVE SCATTERED PICKLEWEED, WITH A DOMINANT COVER OF JUNCUS MEXICANA.

Threat: THREATENED BY POLLUTION BY TRAIN TRACK AND PIPELINE MAINTENANCE PROJECTS.

General: 2 ADULTS HEARD VOCALIZING AT ABOUT MID-DAY ON 2 APRIL 1998.

Owner/Manager: PG&E

Lepidurus packardi

vernal pool tadpole shrimp

Element Code: ICBRA10010

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered
State: None

Global: G3
State: S2S3

CDFG Status:

----- **Habitat Associations** -----

General: INHABITS VERNAL POOLS AND SWALES IN THE SACRAMENTO VALLEY CONTAINING CLEAR TO HIGHLY TURBID WATER.

Micro: POOLS COMMONLY FOUND IN GRASS BOTTOMED SWALES OF UNPLOWED GRASSLANDS. SOME POOLS ARE MUD-BOTTOMED & HIGHLY TURBID.

Occurrence No. 161

Map Index: 43813

EO Index: 43813

----- **Dates Last Seen** -----

Occ Rank: Excellent

Origin: Natural/Native occurrence

Presence: Presumed Extant

Trend: Unknown

Main Source: FLOHR, G. 2000 (OBS)

Element: 2000-03-24

Site: 2000-03-24

Record Last Updated: 2001-08-09

Quad Summary: ANTIOCH NORTH (3812117/481D), HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.09397° / -121.87538°

UTM: Zone-10 N4216838 E598613

Mapping Precision: SPECIFIC

Symbol Type: POINT

Radius: 80 meters

Township: 03N

Range: 01E

Section: 21 **Qtr:** NW

Meridian: M

Elevation: 0 ft

Location: MONTEZUMA, 1 MILE WEST OF THE INTERSECTION OF TALBERT LANE AND COLLINSVILLE ROAD.

Location Detail: HUGE VERNAL POOL, 4+ ACRES WITHIN A 20+ VERNAL POOL COMPLEX.

Ecological: HABITAT CONSISTS OF A HUGE VERNAL POOL (~4 FEET DEEP); SURROUNDING AGRICULTURAL FIELD PRIMARILY USED FOR GRAZING LIVESTOCK, RIMMED WITH ANNUAL EXOTIC GRASSES.

Threat: THREATENED BY A RESTORATION PROJECT WHICH COULD IMPACT THE POND AND ITS HYDROLOGY.

General: 100+ ADULTS OBSERVED ON 14 MAR 2000; 6 OBSERVED ON 23 MAR 2000; 15+ BREEDING ADULTS, TOTAL OF 100'S OBSERVED, ON 24 MAR 2000. COLLECTIONS DEPOSITED IN CAS (GEF#326 AND GEF#327).

Owner/Manager: PVT

Lilaeopsis masonii		
Mason's lilaeopsis		Element Code: PDAPI19030
Status	NDDB Element Ranks	Other Lists
Federal: None	Global: G3	CNPS List: 1B
State: Rare	State: S3.1	R-E-D Code: 2-3-3
Habitat Associations		
General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.		
Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.		

Occurrence No. 21	Map Index: 10358	EO Index: 6425	Dates Last Seen
Occ Rank: Unknown			Element: 1996-07-24
Origin: Natural/Native occurrence			Site: 1996-07-24
Presence: Presumed Extant			
Trend: Unknown			Record Last Updated: 1997-03-31
Main Source: KNIGHT, W. #3292 JEPS (HERB)			

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.03947° / -121.86579°	Township: 02N
UTM: Zone-10 N4210801 E599528	Range: 01E
Mapping Precision: NON-SPECIFIC	Section: XX Qtr: XX
Symbol Type: POLYGON	Meridian: M
Area: 693.7 ac	Elevation: 5 ft

Location: ALL ALONG SHORES OF BROWNS ISLAND, SUISUN BAY.

Location Detail: AT LEAST ONE POPULATION NOTED FROM THE INTERIOR OF THE ISLAND (GREWELL, 1996).

Ecological: AT THE WATERS EDGE IN MOIST AREAS WITH FIRM SUBSTRATUM INCLUDING PILINGS AND PEAT HUMMOCKS. ASSOCIATED VEGETATION INCLUDES TULES AND RUSHES. ANOTHER RARE PLANT: LATHYRUS JEPSONII JEPSONII ALSO OCCURS HERE; BUT IT EXISTS THROUGHOUT ISLAND.

Threat: NO IMMEDIATE DANGER.

General: COMMON; 1000'S OF PLANTS IN 1978. PLANTS ALSO SEEN IN THIS VICINITY IN 1992 (ERTTER ET AL), 1995 (ZEBELL AND FIEDLER, 1996), AND 1996 (GREWELL).

Owner/Manager: UNKNOWN

Lilaeopsis masonii		
Mason's lilaeopsis		Element Code: PDAPI19030
Status	NDDB Element Ranks	Other Lists
Federal: None	Global: G3	CNPS List: 1B
State: Rare	State: S3.1	R-E-D Code: 2-3-3
Habitat Associations		
General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.		
Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.		

Occurrence No. 65	Map Index: 26651	EO Index: 13880	Dates Last Seen
Occ Rank: Fair			Element: 1993-XX-XX
Origin: Natural/Native occurrence			Site: 1993-XX-XX
Presence: Presumed Extant			
Trend: Unknown			Record Last Updated: 2000-09-07
Main Source: DEPARTMENT OF WATER RESOURCES 1994 (LIT)			

Quad Summary: HONKER BAY (3812118/481C), DENVERTON (3812128/481B)
County Summary: SOLANO

Lat/Long: 38.11986° / -121.88947°	Township: 03N
UTM: Zone-10 N4219696 E597343	Range: 01E
Mapping Precision: SPECIFIC	Section: 08 Qtr: XX
Symbol Type: POLYGON	Meridian: M
Area: 312.1 ac	Elevation: 5 ft

Location: MONTEZUMA SLOUGH, FROM NORTH END VAN SICKLE ISLAND NORTH TO MEINS LANDING, SUISUN
Location Detail: SCATTERED COLONIES MAPPED ALONG BOTH SIDES OF SLOUGH. NEED GIS LAYER OR OVERLAY TO APPRECIATE.
Ecological: INTERTIDAL PORTION OF ESTUARINE/MARSH HABITAT. ASSOCIATES INCLUDE SCIRPUS ACUTUS, PHRAGMITES COMMUNIS, JUNCUS LEASURII, SOLIDAGO OCCIDENTALIS, LATHRYUS JEPSONII JEPSONII, AND DESCHAMPSIA CAESPITOSA.
Threat: PARTIALLY RIP-RAPPED. PHRAGMITES IS INVADING PORTIONS.
General: MAIN SOURCES OF INFORMATION FOR THIS OCCURRENCE ARE REPORT BY ENVIRONMENTAL SERVICES OFFICE-DWR IN 1994, AND MAP BY DWR (1992). INCLUDES FORMER OCCURRENCE 66.
Owner/Manager: PVT-CATELLUS CORP, OTHERS

Lilaeopsis masonii		
Mason's lilaeopsis		Element Code: PDAP19030
Status	NDDB Element Ranks	Other Lists
Federal: None	Global: G3	CNPS List: 1B
State: Rare	State: S3.1	R-E-D Code: 2-3-3
Habitat Associations		
General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.		
Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.		

Occurrence No. 67	Map Index: 21626	EO Index: 6409	Dates Last Seen
Occ Rank: Fair			Element: 1990-08-20
Origin: Natural/Native occurrence			Site: 1990-08-20
Presence: Presumed Extant			
Trend: Unknown			Record Last Updated: 1993-12-29
Main Source: KELCH, D. 1990 (OBS)			

Quad Summary: HONKER BAY (3812118/481C)

County Summary: CONTRA COSTA

Lat/Long: 38.04048° / -121.88563°	Township: 02N
UTM: Zone-10 N4210892 E597786	Range: 01E
Mapping Precision: SPECIFIC	Section: XX Qtr: XX
Symbol Type: POLYGON	Meridian: M
Area: 3.9 ac	Elevation: 0 ft

Location: PITTSBURG MARINA BREAKWATER, NEAR NEW YORK POINT.

Location Detail: ALONG BREAKWATER ON SIDE SUBJECT TO WAVE ACTION.

Ecological: POPULATION IS GROWING IN BARE SPOT ALONG ROTTING LOG. LATHYRUS JEPSONII VAR. JEPSONII AND ASTER LENTUS ARE ALSO FOUND GROWING ALONG THIS BREAKWATER.

Threat: BREAKWATER MAINTENANCE IS THREAT TO POPULATION.

General: COLONY SIZE ESTIMATED AT 1000 INDIVIDUALS WITHIN AN AREA OF 4-5' LONG BY 8-12" WIDE.

Owner/Manager: CITY OF PITTSBURG

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.

Occurrence No. 81

Map Index: 21928

EO Index: 4579

_____ **Dates Last Seen** _____

Occ Rank: Good

Element: 1992-08-19

Origin: Natural/Native occurrence

Site: 1992-08-19

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-09-11

Main Source: GOLDEN, M. & P. FIEDLER 1991 (LIT)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.04581° / -121.94116°

Township: 02N

UTM: Zone-10 N4211427 E592906

Range: 01W

Mapping Precision: SPECIFIC

Section: 02 **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 155.1 ac

Elevation: 5 ft

Location: SOUTH SHORE OF SUISUN BAY, FROM JUST EAST OF MIDDLE POINT TO JUST EAST OF MALLARD ISLAND.

Location Detail: SCATTERED COLONIES LOCATED EVERY 20-200 FEET. NEED OVERLAY TO APPRECIATE COMPLEXITY.

Ecological: GROWING ON CLAY SUBSTRATE WITH DISTICHLIS SPICATA, JUNCUS BUFONIUS, SCIRPUS SP., JUNCUS BALTICUS C.F., ATRIPLEX PATULA VAR HASTATA, POTENTILLA SP., AND MOSS.

Threat: CATTLE GRAZING/TRAMPLING AND BANK EROSION APPEAR TO THREATEN THIS POPULATION.

General: 50+ COLONIES OF SIZE GREATER THAN 5 SQUARE METERS (MCCARTEN AND FRASER, 1992).

Owner/Manager: PG&E

Lilaeopsis masonii

Mason's lilaeopsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.

Occurrence No. 113

Map Index: 24969

EO Index: 25461

_____ **Dates Last Seen** _____

Occ Rank: Good

Element: 1991-06-XX

Origin: Natural/Native occurrence

Site: 1991-06-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1996-01-05

Main Source: BOURSIER, P. 1991 (OBS)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.05471° / -121.99284°

Township: 02N

UTM: Zone-10 N4212364 E588361

Range: 01W

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POINT

Meridian: M

Radius: 80 meters

Elevation: 5 ft

Location: TIP OF MIDDLE POINT ON SUISUN BAY, CONCORD NAVAL WEAPONS STATION.

Location Detail: THREE COLONIES ALONG THE NORTHWEST FACE OF THE POINT.

Ecological: ON WATERS EDGE WHERE FREQUENT WAVE ACTION SATURATES THE SUBSTRATE. GROWING NEAR LEPIDIUM LATIFOLIUM, JUNCUS BALTICUS, AND TYPHA ANGUSTIFOLIA. CORDYLANTHUS MOLLIS SSP. MOLLIS OCCURS ABOUT 600' TO THE SOUTH.

Threat: DRAINAGE DITCHES FOR MOSQUITO ABATEMENT PURPOSES ARE PRESENT, IMPACT TO RARE PLANTS IS UNKNOWN.

General: THREE COLONIES, EACH ABOUT 1/2 SQUARE METER IN SIZE.

Owner/Manager: DOD-CONCORD NWS

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION.
 0-10M.

Occurrence No. 135

Map Index: 03573

EO Index: 13573

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-09-29

Origin: Natural/Native occurrence

Site: 1992-09-29

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-09-01

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.08193° / -122.02373°

Township: 99X

UTM: Zone-10 N4215355 E585619

Range: 99X

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: X

Area: 113.4 ac

Elevation: 5 ft

Location: RYER ISLAND, NAVAL WEAPONS CENTER-CONCORD, SUISUN BAY.

Location Detail: MAPPED AT SCATTERED LOCATIONS ALONG PERIMETER OF ISLAND.

Ecological:

Threat:

General: MAP DETAIL IS ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE.

Owner/Manager: DOD-CONCORD NWS

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

----- **Habitat Associations** -----

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION.
 0-10M.

Occurrence No. 136

Map Index: 26539

EO Index: 5216

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1992-06-17

Origin: Natural/Native occurrence

Site: 1992-06-17

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-09-01

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.10194° / -122.00241°

Township: 03N

UTM: Zone-10 N4217595 E587465

Range: 01W

Mapping Precision: SPECIFIC

Section: 17 **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 72.5 ac

Elevation: 5 ft

Location: WEST END OF SIMMONS ISLAND, GRIZZLY BAY.

Location Detail: SEVERAL COLONIES MAPPED ALONG LENGTH OF SUISUN CUTOFF AND ALONG GRIZZLY BAY SHORELINE FROM PT. BUCKLER EAST TO ROARING RIVER.

Ecological:

Threat:

General: MAP DETAIL IS ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE.

Owner/Manager: UNKNOWN

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION.
 0-10M.

Occurrence No. 137

Map Index: 16362

EO Index: 6362

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-06-15

Origin: Natural/Native occurrence

Site: 1992-06-15

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-08-31

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary: HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.07188° / -121.97798°

Township: 99X

UTM: Zone-10 N4214283 E589644

Range: 99X

Mapping Precision: SPECIFIC

Section: XX

Qtr: XX

Symbol Type: POLYGON

Meridian: X

Area: 14.1 ac

Elevation: 5 ft

Location: SNAG ISLAND, NAVAL WEAPONS CENTER-CONCORD, SUISUN BAY.

Location Detail: MAPPED ALONG MARGINS OF ISLAND.

Ecological: LATHYRUS JEPSONII JEPSONII IS ALSO MAPPED ON THIS ISLAND.

Threat:

General: MAP DETAIL IS ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE.

Owner/Manager: DOD-CONCORD NWS

Lilaeopsis masonii

Mason's lilaeopsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION.
 0-10M.

Occurrence No. 138

Map Index: 27063

EO Index: 17063

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-06-15

Origin: Natural/Native occurrence

Site: 1992-06-15

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-09-11

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.07964° / -121.99150°

Township: 99X

UTM: Zone-10 N4215131 E588448

Range: 99X

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: X

Area: 15.3 ac

Elevation: 5 ft

Location: FREEMAN ISLAND, NAVAL WEAPONS CENTER-CONCORD, SUISUN BAY.

Location Detail: COMMON ALONG MARGINS OF ISLAND.

Ecological: MAPPED WITH LATHYRUS JEPSONII JEPSONII.

Threat:

General: MAP DETAIL IS ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE.

Owner/Manager: DOD-CONCORD NWS

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION.
 0-10M.

Occurrence No. 139

Map Index: 26542

EO Index: 6363

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-06-15

Origin: Natural/Native occurrence

Site: 1992-06-15

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-08-31

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.08197° / -121.98232°

Township: 99X

UTM: Zone-10 N4215399 E589250

Range: 99X

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: X

Area: 17.5 ac

Elevation: 5 ft

Location: SOUTHERN SIMMONS ISLAND, BETWEEN NOYCE SLOUGH AND NORTHER SLOUGH, SUISUN BAY.

Location Detail:

Ecological:

Threat:

General: MAP DETAIL IS ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE.

Owner/Manager: UNKNOWN

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

----- **Habitat Associations** -----

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION.
 0-10M.

Occurrence No. 140

Map Index: 13577

EO Index: 4577

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1992-06-15

Origin: Natural/Native occurrence

Site: 1992-06-15

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-08-31

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.07134° / -121.91557°

Township: 99X

UTM: Zone-10 N4214285 E595118

Range: 99X

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: X

Area: 123.7 ac

Elevation: 5 ft

Location: CHIPPS ISLAND AND WHEELER ISLAND MARSH, HONKER BAY.

Location Detail: NUMEROUS COLONIES MAPPED ALONG SOUTHERN SHORE OF WHEELER AND AROUND PERIMETER OF CHIPPS ISLAND.

Ecological:

Threat:

General: MAP DETAIL IS ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE.

Owner/Manager: UNKNOWN

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAPI19030

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

----- **Habitat Associations** -----

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.

Occurrence No. 149

Map Index: 43706

EO Index: 43706

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1992-06-16

Origin: Natural/Native occurrence

Site: 1992-06-16

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-08-31

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.05126° / -121.98567°

Township: 02N

UTM: Zone-10 N4211988 E588994

Range: 01W

Mapping Precision: SPECIFIC

Section: 04 **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 1.4 ac

Elevation: 5 ft

Location: SOUTH SIDE OF SUISUN BAY ABOUT 0.4 MILE EAST OF MIDDLE POINT, SUISUN MARSH.

Location Detail: SINGLE COLONY MAPPED NORTH OF CHEMICAL PLANT.

Ecological:

Threat:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS MAP DETAIL.

Owner/Manager: UNKNOWN

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAP19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.

Occurrence No. 150

Map Index: 43707

EO Index: 43707

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-06-16

Origin: Natural/Native occurrence

Site: 1992-06-16

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-08-31

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.04031° / -121.94613°

Township: 02N

UTM: Zone-10 N4210811 E592477

Range: 01W

Mapping Precision: SPECIFIC

Section: 11 **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 1.7 ac

Elevation: 5 ft

Location: CHANNEL ABOUT 0.5 MILE EAST OF MCAVOY BOAT HARBOR, NORTH OF WEST PITTSBURG, SUISUN

Location Detail: SINGLE COLONY MAPPED ALONG EAST SIDE OF CHANNEL, ABOUT 0.75 MILE SSE OF STAKE POINT.

Ecological:

Threat:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS MAP DETAIL.

Owner/Manager: UNKNOWN

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAPI19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.

Occurrence No. 151

Map Index: 43708

EO Index: 43708

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-06-17

Origin: Natural/Native occurrence

Site: 1992-06-17

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-09-01

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.08611° / -121.99545°

Township: 99X

UTM: Zone-10 N4215845 E588094

Range: 99X

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: X

Area: 3.3 ac

Elevation: 5 ft

Location: SOUTH SIDE OF SIMMONS ISLAND NEAR EAST END OF SUISUN CUTOFF, NORTHWEST OF FREEMAN ISLAND, SUISUN MARSH.

Location Detail: TWO COLONIES MAPPED ALONG ISLANDS ADJACENT TO SOUTH SIDE OF SIMMONS ISLAND AT MOUTH OF SUISUN CUTOFF.

Ecological:

Threat:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS MAP DETAIL.

Owner/Manager: UNKNOWN

Lilaeopsis masonii

Mason's lilaepsis

Element Code: PDAPI19030

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: None

Global: G3

CNPS List: 1B

State: Rare

State: S3.1

R-E-D Code: 2-3-3

_____ **Habitat Associations** _____

General: FRESHWATER AND BRACKISH MARSHES, RIPARIAN SCRUB.

Micro: TIDAL ZONES, IN MUDDY OR SILTY SOIL FORMED THROUGH RIVER DEPOSITION OR RIVER BANK EROSION. 0-10M.

Occurrence No. 152

Map Index: 43720

EO Index: 43720

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1992-06-16

Origin: Natural/Native occurrence

Site: 1992-06-16

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-09-07

Main Source: DEPARTMENT OF WATER RESOURCES 1992 (MAP)

Quad Summary: ANTIOCH NORTH (3812117/481D), HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.07190° / -121.87015°

Township: 03N

UTM: Zone-10 N4214395 E599102

Range: 01E

Mapping Precision: SPECIFIC

Section: 28

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 59.5 ac

Elevation: 0 ft

Location: EAST END OF MONTEZUMA SLOUGH AT SPINNER ISLAND, NORTH OF PITTSBURG, SUISUN MARSH.

Location Detail: MAPPED AT SEVERAL LOCATIONS ALONG BOTH SIDES OF SLOUGH AT AND JUST UPSTREAM FROM

Ecological:

Threat:

General: MAIN SOURCE OF INFORMATION FOR THIS SITE IS MAP DETAIL FROM DWR (1992, 1994).

Owner/Manager: UNKNOWN

Oenothera deltooides ssp. howellii

Antioch Dunes evening-primrose

Element Code: PDONA0C0B4

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G5T1

CNPS List: 1B

State: Endangered

State: S1.1

R-E-D Code: 3-3-3

----- **Habitat Associations** -----

General: INTERIOR DUNES.

Micro: REMNANT RIVER BLUFFS AND SAND DUNES EAST OF ANTIOCH. 0-30M.

Occurrence No. 8

Map Index: 10328

EO Index: 18814

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1984-XX-XX

Origin: Transplant Outside of Native Hab./Range

Site: 1984-XX-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1995-12-29

Main Source: KNIGHT, W. 1982 (PERS)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.03964° / -121.87773°

Township: 99X

UTM: Zone-10 N4210807 E598480

Range: 99X

Mapping Precision: NON-SPECIFIC

Section: XX

Qtr: XX

Symbol Type: POINT

Meridian: M

Radius: 1/5 mile

Elevation:

Location: ON THE WEST END OF BROWN'S ISLAND.

Location Detail:

Ecological: IN SAND DUNES. ASSOCIATED WITH PHYLLA, RUBUS, CYNODON DACTYLON, AND ENCROACHING WETLAND PERENNIALS (I.E. JUNCUS).

Threat: ONLY APPARENT THREAT IS FROM ENCROACHING VEGETATION (WEEDS IN ADDITION TO WETLAND SP.).

General: 10 PLANTS SUCCESSFULLY TRANSPLANTED IN 1978, 10 PLANTS OBSERVED THRIVING IN 1979. 6 PLANTS SEEN IN 1984, 1985, OR 1986 BY HAVLIK. IN 1978.

Owner/Manager: PVT, REG PARKS, STATE?

Rallus longirostris obsoletus

California clapper rail

Element Code: ABNME05016

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G5T1

CDFG Status:

State: Endangered

State: S1

----- **Habitat Associations** -----

General: SALT-WATER & BRACKISH MARSHES TRAVERSED BY TIDAL SLOUGHS IN THE VICINITY OF SAN FRANCISCO BAY.

Micro: ASSOCIATED WITH ABUNDANT GROWTHS OF PICKLEWEED, BUT FEEDS AWAY FROM COVER ON INVERTEBRATES FROM MUD-BOTTOMED SLOUGHS.

Occurrence No. 73

Map Index: 09777

EO Index: 30356

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1985-09-09

Origin: Natural/Native occurrence

Site: 1985-09-09

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1997-02-11

Main Source: KOVACH, S. 1985 (LIT)

Quad Summary: HONKER BAY (3812118/481C), VINE HILL (3812211/482D)

County Summary: SOLANO

Lat/Long: 38.08437° / -122.02287°

Township: 03N

UTM: Zone-10 N4215627 E585691

Range: 02W

Mapping Precision: NON-SPECIFIC

Section: XX

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 322.0 ac

Elevation: 5 ft

Location: RYER ISLAND, SUISUN BAY.

Location Detail:

Ecological:

Threat:

General: 1-2 CLAPPER RAILS HEARD CALLING IN THE VICINITY OF THE OLD DUCK CLUB HOUSING AREA.

Owner/Manager: DOD-NAVY

Rana aurora draytonii

California red-legged frog

Element Code: AAABH01022

_____ Status _____	NDDB Element Ranks	_____ Other Lists _____
Federal: Threatened	Global: G4T2T3	CDFG Status: SC
State: None	State: S2S3	

_____ **Habitat Associations** _____

General: LOWLANDS & FOOTHILLS IN OR NEAR PERMANENT SOURCES OF DEEP WATER WITH DENSE, SHRUBBY OR EMERGENT RIPARIAN VEGETATION.

Micro: REQUIRES 11-20 WEEKS OF PERMANENT WATER FOR LARVAL DEVELOPMENT. MUST HAVE ACCESS TO ESTIVATION HABITAT.

Occurrence No. 42	Map Index: 21559	EO Index: 15141	_____ Dates Last Seen _____
Occ Rank: Fair			Element: 1991-09-13
Origin: Natural/Native occurrence			Site: 1991-09-13
Presence: Presumed Extant			
Trend: Unknown			Record Last Updated: 1992-06-23
Main Source: PRESTON, R. 1991 (OBS)			

Quad Summary: HONKER BAY (3812118/481C)

County Summary: CONTRA COSTA

Lat/Long: 38.00963° / -121.96401°	Township: 02N
UTM: Zone-10 N4207389 E590946	Range: 01W
Mapping Precision: SPECIFIC	Section: 22 Qtr: NW
Symbol Type: POINT	Meridian: M
Radius: 80 meters	Elevation: 350 ft

Location: APPROXIMATELY ONE MI SOUTH OF THE INTERSECTION OF WILLOW PASS ROAD AND HWY 4, SW OF WEST PITTSBURG.

Location Detail:

Ecological: HABITAT IS A SMALL, INTERMITTENT STREAM (PORTIONS APPEAR PERMANENTLY WET), SURROUNDED BY GRASSLAND.

Threat: SITE IS PROPOSED FOR DEVELOPMENT.

General: CURRENTLY USED FOR CATTLE GRAZING. RIPARIAN TREES AND SHRUBS HAVE RECENTLY BEEN RIPPED OUT BY LANDOWNER. ONE ADULT FROG OBSERVED.

Owner/Manager: PVT

Rana aurora draytonii

California red-legged frog

Element Code: AAABH01022

_____ Status _____	NDDB Element Ranks	_____ Other Lists _____
Federal: Threatened	Global: G4T2T3	CDFG Status: SC
State: None	State: S2S3	

_____ **Habitat Associations** _____

General: LOWLANDS & FOOTHILLS IN OR NEAR PERMANENT SOURCES OF DEEP WATER WITH DENSE, SHRUBBY OR EMERGENT RIPARIAN VEGETATION.

Micro: REQUIRES 11-20 WEEKS OF PERMANENT WATER FOR LARVAL DEVELOPMENT. MUST HAVE ACCESS TO ESTIVATION HABITAT.

Occurrence No. 255	Map Index: 38862	EO Index: 33869	_____ Dates Last Seen _____
Occ Rank: Excellent			Element: 2000-04-18
Origin: Natural/Native occurrence			Site: 2000-04-18
Presence: Presumed Extant			
Trend: Unknown			Record Last Updated: 2000-05-22
Main Source: LYNCH, S. 1998 (OBS)			

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.00181° / -121.92492°	Township: 02N
UTM: Zone-10 N4206561 E594388	Range: 01W
Mapping Precision: SPECIFIC	Section: 24 Qtr: SW
Symbol Type: POINT	Meridian: M
Radius: 80 meters	Elevation: 350 ft

Location: KELLER CANYON, 1.25 MILES SOUTH OF HWY 4 AND 1 MILE ESE OF BAILEY ROAD, WSW OF PITTSBURG.

Location Detail: 2000 OBSERVATION IS THE FIRST JUVENILE FOUND IN THESE CREATED PERENNIAL WETLANDS; UNKNOWN IF THIS IS THE RESULT OF BREEDING OR MIGRATION FROM AN UPSTREAM POND.

Ecological: HABITAT CONSISTS OF 6 LARGE, BASIN-LIKE, CREATED PERENNIAL WETLANDS; CREATED IN 1992 AS MITIGATION FOR IMPACTS TO SEEPS/SPRINGS UPSTREAM.

Threat: THREATS INCLUDE SILTATION AND LAND SLUMPING, EVENTUALLY FILLING IN THESE WETLANDS OVER TIME.

General: 2 ADULT FROGS OBSERVED ON 21 APRIL 1998. 1 JUVENILE FROG (2.25" SNU) OBSERVED ON 18 APR 2000.

Owner/Manager: PVT

Rana aurora draytonii

California red-legged frog

Element Code: AAABH01022

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Threatened
State: None

Global: G4T2T3
State: S2S3

CDFG Status: SC

----- **Habitat Associations** -----

General: LOWLANDS & FOOTHILLS IN OR NEAR PERMANENT SOURCES OF DEEP WATER WITH DENSE, SHRUBBY OR EMERGENT RIPARIAN VEGETATION.

Micro: REQUIRES 11-20 WEEKS OF PERMANENT WATER FOR LARVAL DEVELOPMENT. MUST HAVE ACCESS TO ESTIVATION HABITAT.

Occurrence No. 434

Map Index: 45406

EO Index: 45406

----- **Dates Last Seen** -----

Occ Rank: Excellent

Origin: Natural/Native occurrence

Presence: Presumed Extant

Trend: Unknown

Main Source: PADGETT-FLOHR, G. E. 2001 (OBS)

Element: 2001-03-27

Site: 2001-03-27

Record Last Updated: 2001-08-07

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.01560° / -121.96569°

UTM: Zone-10 N4208050 E590791

Mapping Precision: NON-SPECIFIC

Symbol Type: POINT

Radius: 1/10 mile

Township: 02N

Range: 01W

Section: 15 **Qtr:** SW

Meridian: M

Elevation: 250 ft

Location: 0.5 MILE SOUTH OF THE WILLOW PASS ROAD/HIGHWAY 4 INTERCHANGE, NEAR WEST PITTSBURG

Location Detail:

Ecological: HABITAT CONSISTS OF 2 LARGE (>ONE-ACRE), PERENNIAL PONDS; SURROUNDED BY COLONIZING CATTAILS AND WILLOWS.

Threat: THREATENED BY DRAINING AND FILLING FOR A DEVELOPMENT PROJECT.

General: 3 ADULTS, 1 JUVENILE AND 12 TADPOLES OBSERVED (MANY MORE PRESUMED) ON 27 MAR 2001.

Owner/Manager: PVT

Rana aurora draytonii

California red-legged frog

Element Code: AAABH01022

_____ Status _____	_____ NDDB Element Ranks _____	_____ Other Lists _____
Federal: Threatened	Global: G4T2T3	CDFG Status: SC
State: None	State: S2S3	

_____ Habitat Associations _____

General: LOWLANDS & FOOTHILLS IN OR NEAR PERMANENT SOURCES OF DEEP WATER WITH DENSE, SHRUBBY OR EMERGENT RIPARIAN VEGETATION.

Micro: REQUIRES 11-20 WEEKS OF PERMANENT WATER FOR LARVAL DEVELOPMENT. MUST HAVE ACCESS TO ESTIVATION HABITAT.

Occurrence No. 675	Map Index: 53771	EO Index: 53771	_____ Dates Last Seen _____
Occ Rank: Good			Element: 2003-01-22
Origin: Natural/Native occurrence			Site: 2003-01-22
Presence: Presumed Extant			
Trend: Unknown			Record Last Updated: 2004-01-05
Main Source: SCHNIDER, T. AND H. KIRK 2003 (OBS)			

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.00380° / -121.97411°	Township: 02N
UTM: Zone-10 N4206733 E590066	Range: 01W
Mapping Precision: SPECIFIC	Section: 21 Qtr: SE
Symbol Type: POINT	Meridian: M
Radius: 80 meters	Elevation: 590 ft

Location: 2 MILES SW OF WEST PITTSBURG

Location Detail: 2 ADULTS OBSERVED IN SHALLOW WATER, ALONG THE EDGE OF THE LOWER POND; 1 ADULT HEARD CALLING FURTHER OUT IN THE SAME POND, POSSIBLY FROM AN ISLAND IN THE POND.

Ecological: HABITAT CONSISTS OF 2 FORMER STOCKPONDS CONNECTED BY A RIP-RAP SPILLWAY; LOWER POND IS BORDERED BY WILLOWS AND CATTAILS, AND THE UPPER POND IS DENSELY VEGETATED BY CATTAILS. PONDS ARE FENCED TO EXCLUDE CATTLE. CTS TRAPPED AT THIS SITE.

Threat: THREATENED BY DEVELOPMENT AND INSUFFICIENT WATER LEVELS FOR BREEDING.

General: 3 ADULTS DETECTED (2 OBSERVED, 1 HEARD) ON 22 JAN 2003.

Owner/Manager: PVT

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- Habitat Associations -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 10

Map Index: 09980

EO Index: 23879

----- Dates Last Seen -----

Occ Rank: Unknown

Element: 1971-XX-XX

Origin: Natural/Native occurrence

Site: 1971-XX-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1989-08-10

Main Source: SCHAUB, D. 1971 (LIT)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.11074° / -121.98386°

Township: 03N

UTM: Zone-10 N4218589 E589081

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: 15 Qtr: XX

Symbol Type: POINT

Meridian: M

Radius: 1/5 mile

Elevation:

Location: SIMMONS ISLAND, SE OF GRIZZLY ISL ON E SHORE SUISUN BAY.

Location Detail:

Ecological: ONE OF FEW REMAINING NATURAL (UNKIDED) SALT MARSHES. HABITAT CONSISTS OF SPARTINA W/SOME SALICORNIA.

Threat:

General:

Owner/Manager: UNKNOWN

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- **Habitat Associations** -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 11

Map Index: 10035

EO Index: 14565

----- **Dates Last Seen** -----

Occ Rank: Good

Element: 2002-09-27

Origin: Natural/Native occurrence

Site: 2002-09-27

Presence: Presumed Extant

Trend: Stable

Record Last Updated: 2004-05-12

Main Source: BOTTI, F. 1988 (LIT)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.11967° / -121.96797°

Township: 03N

UTM: Zone-10 N4219596 E590463

Range: 01E

Mapping Precision: SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 708.4 ac

Elevation: 3 ft

Location: NW PART OF HAMMOND ISLAND, SW CORNER OF GRIZZLY ISLAND WILDLIFE AREA, 10 MILES SSW OF FAIRFIELD

Location Detail: AREA CONSISTS OF PARTS OF PONDS 14, 15, AND 16. SW PORTION OF AREA TRAPPED BY SCHAUB IN 1971. 12/21-24/87 TRAPPING BY BOTTI SAMPLED ALL VEG TYPES, FROM SALICORNIA TO ANNUAL GRASS/HERB MIX.

Ecological: HABITAT CONSISTS OF A MANAGED MARSH, DOMINATED BY PICKLEWEED, WITH SOME WEEDY SPECIES AT THE EASTERN END OF POND 15. POND 14 IS MANAGED WITH TALL WHEATGRASS/ANNUAL GRASSES. SURROUNDING AREA MANAGED FOR WATERFOWL AND PHEASANT HUNTING.

Threat:

General: 15 CAPTURES/5 RECAPS IN 1971. 7 CAPTURES IN DEC 1987. CAPTURES MADE, 1985-1994. 2 CAPTURED 1996. 43 CAPTURED 13 JUN 2002. 1 ADULT CAPTURED ON 15 JUL 2002. 37 CAPTURED 27 SEP 2002 AT 6 SITES (2 EACH IN PICKLEWEED, HALOPHYTES & UPLAND).

Owner/Manager: DFG-GRIZZLY ISLAND WA

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- **Habitat Associations** -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 65

Map Index: 09889

EO Index: 14553

----- **Dates Last Seen** -----

Occ Rank: Good

Element: 1991-06-XX

Origin: Natural/Native occurrence

Site: 1991-06-XX

Presence: Presumed Extant

Trend: Increasing

Record Last Updated: 1999-01-14

Main Source: JONES & STOKES ASSOC. 1984 (LIT)

Quad Summary: HONKER BAY (3812118/481C), VINE HILL (3812211/482D)

County Summary: CONTRA COSTA

Lat/Long: 38.05223° / -122.00525°

Township: 02N

UTM: Zone-10 N4212077 E587275

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: 05 **Qtr:** NW

Symbol Type: POLYGON

Meridian: M

Area: 477.4 ac

Elevation: 5 ft

Location: AVON-PORT CHICAGO MARSH, BOUNDED BY BELLOMA SLOUGH ON WEST, ON SOUTH BY SPRR TRACKS, & BY CHEMICAL PLANT ON EAST.

Location Detail: BUFFER ZONE FOR THE CONCORD NAVAL WEAPONS STATION. CAPTURES FROM A 1994 REPORT COVERING RANGE 1985 TO 1994.

Ecological: HABITAT IS COASTAL BRACKISH MARSH GRADING INTO COASTAL SALTMARSH, VEGETATED BY SALICORNIA WITH AN EQUAL AMOUNT OF DISTICHLIS; UPPER EDGES BEING INVADDED BY PEPPERGRASS (LEPIDIUM LATIFOLIUM).

Threat: BUFFER ZONE FOR CONORD NWS; EAST PORTION UNDERGOING REMEDIATION FOR EARLIER HEAVY METAL CONTAMINATION.

General: POP DETERMINED BY SHELLHAMMER, 1977. 2 TRAPPED AT 2 PLOTS IN 1982-83; 22 CAPTURES WITH 2 RECAPTURES SEP-OCT 1985; MIDDLE POINT MARSH APRIL-JUNE 1991, 147 CAPTURES IN 1250 TRAPNIGHTS. 53 CAPTURED IN 390 TRAPNIGHTS MAY-JUNE, 1991.

Owner/Manager: DOD-CONCORD NWS

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

_____ **Habitat Associations** _____

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 120

Map Index: 10240

EO Index: 13332

_____ **Dates Last Seen** _____

Occ Rank: None

Element: 1995-09-11

Origin: Natural/Native occurrence

Site: 1995-09-11

Presence: Possibly Extirpated

Trend: Unknown

Record Last Updated: 1998-12-07

Main Source: ODENWELLER, D. 1987 (LIT)

Quad Summary: HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.07631° / -121.90577°

Township: 03N

UTM: Zone-10 N4214847 E595972

Range: 01E

Mapping Precision: SPECIFIC

Section: XX

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 20.5 ac

Elevation: 2 ft

Location: W SIDE OF VAN SICKLE ISLAND, ADJACENT TO HONKER BAY, 3.3 MILES NNW OF PITTSBURG AND 1.2 MILES W OF DUTTON, SUISUN MARSH.

Location Detail: 46 SMHM AND ONE SOREX SP (POSSIBLY A SUISUN SHREW-SOREX ORNATUS SINUOSUS) CAPTURED DURING 423.5 TRAPNIGHTS. SMHM WERE RELEASED IN NEARBY HILL SLOUGH WILDLIFE AREA (SEE OCC 121).

Ecological: PICKLEWEED, SOME BARE GROUND. DISPOSAL SITE. AREA TRAPPED IS A REVEGETATED DREDGE SPOILS SITE.

Threat: SMHM WERE RELOCATED BECAUSE THIS SITE WAS SCHEDULED AS A DREDGE SPOIL DISPOSAL SITE.

General: 4 CAPTURED 1995 AND 1994. CAPTURES REPORTED DURING THE 1985 TO 1994 PERIOD.

Owner/Manager: PVT

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

_____ **Habitat Associations** _____

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 127

Map Index: 24890

EO Index: 23828

_____ **Dates Last Seen** _____

Occ Rank: Unknown

Element: 1985-09-09

Origin: Natural/Native occurrence

Site: 1985-09-09

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1998-01-07

Main Source: KOVACH, S. 1985 (LIT)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.08449° / -122.02019°

Township: 03N

UTM: Zone-10 N4215643 E585927

Range: 02W

Mapping Precision: NON-SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 941.6 ac

Elevation: 5 ft

Location: RYER ISLAND, SUISUN BAY.

Location Detail: ONE CAPTURED DURING 1985 SURVEY.

Ecological: CRITICAL HABITAT IS DENSE COVER OF MARSH VEGETATION AND PRESENCE OF PERIPHERAL HIGH MARSH OR UPLAND REFUGIAL HABITAT DURING HIGH TIDE.

Threat:

General: 1994 REPORT, SAMPLING DONE FROM 1985 TO 1994, CAPTURES INDICATED ON WEST END OF ISLAND.

Owner/Manager: DOD-NAVY

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- Habitat Associations -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 136

Map Index: 37559

EO Index: 32561

----- Dates Last Seen -----

Occ Rank: Poor

Element: 2000-05-XX

Origin: Natural/Native occurrence

Site: 2000-05-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2003-06-09

Main Source: SHELLHAMMER, H. 1991 (OBS)

Quad Summary: ANTIOCH NORTH (3812117/481D), HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.08151° / -121.86874°

Township: 03N

UTM: Zone-10 N4215463 E599213

Range: 01E

Mapping Precision: NON-SPECIFIC

Section: 28

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 950.3 ac

Elevation: 0 ft

Location: W OF COLLINSVILLE, BOUNDED ON SOUTH BY SUISUN BAY, S & W BY MONTEZUMA SLOUGH AND S MONTEZUMA, 4 MILES N OF PITTSBURG.

Location Detail: 2001: CAPTURES IN DIKED MARSH ADJACENT TO MONTEZUMA SLOUGH & HONKER BAY. 1991: SITE BEING CONSIDERED AS SPOILS DISPOSAL SITE WITH A CHANGE IN FINAL SITE TO TIDAL MARSH (WOULD INCREASE VALUE TO MOUSE). MAPPED TO DESCRIPTION & MAP.

Ecological: DIKED, SPARSE, SALINE PICKLEWEED GRAZED BY CATTLE.

Threat: CATTLE GRAZING, EXTREMES IN MOISTURE, POOR PLANT COVER. 2000: SITE TO BE DESTROYED FOR SMHM FOR A "RESTORATION" PROJECT.

General: APR-MAY 2001: 10 CAPTURED. 21 CAUGHT IN 800 TRAP NIGHTS AT 4 DIFFERENT SITES WITHIN THIS AREA 10-14 JUNE 1991. UNKNOWN NUMBER CAPTURED AT 3 DIFFERENT SITES BETWEEN 1985 & 1994.

Owner/Manager: PVT-LEVINE FRICKE RESTORATION

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- Habitat Associations -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 137

Map Index: 37563

EO Index: 32565

----- Dates Last Seen -----

Occ Rank: Good

Element: 2001-09-XX

Origin: Natural/Native occurrence

Site: 2001-09-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2004-02-11

Main Source: FINFROCK, P. 1996 (OBS)

Quad Summary: HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.10680° / -121.89449°

Township: 03N

UTM: Zone-10 N4218242 E596921

Range: 01E

Mapping Precision: SPECIFIC

Section: 17

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 90.0 ac

Elevation: 0 ft

Location: DFG POND 1, SE CORNER OF GRIZZLY ISLAND, 5.2 MILES NORTH OF PITTSBURG

Location Detail: DFG POND (SMHM SET ASIDE), GRIZZLY ISLAND WILDLIFE AREA. IN 1999, SMHM WERE CAPTURED UP TO 100 METERS FROM THE PICKLEWEED IN UPLAND GRASSES.

Ecological: HABITAT CONSISTS OF A MANAGED WETLAND, DOMINATED BY PICKLEWEED, INTERSPERSED WITH ANNUAL GRASSES AND BARE GROUND.

Threat: POSSIBLE THREAT FROM FERAL CATS AND DOMESTIC DOGS.

General: 3 SMHM CAPTURED 1996. 8 SMHM CAPTURES/4 RECAPTURES DURING 400 TRAPNIGHTS IN 1999. 5 TOTAL CAPTURES (2 RECAPTURES) IN 400 TRAPNIGHTS IN 2000. 3 ADULTS CAPTURED DURING SEP 2001.

Owner/Manager: DFG-GRIZZLY ISLAND WA

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- Habitat Associations -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 161

Map Index: 41875

EO Index: 41875

----- Dates Last Seen -----

Occ Rank: Good

Element: 1999-07-27

Origin: Natural/Native occurrence

Site: 1999-07-27

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1999-11-10

Main Source: FINFROCK, P. 1999 (OBS)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.11920° / -121.94678°

Township: 03N

UTM: Zone-10 N4219564 E592321

Range: 01W

Mapping Precision: SPECIFIC

Section: 11

Qtr: XX

Symbol Type: POLYGON

Meridian: M

Area: 33.9 ac

Elevation: 0 ft

Location: GIWA AREA 12, NW OF REDHOUSE ROAD, GRIZZLY ISLAND WILDLIFE AREA.

Location Detail:

Ecological: HABITAT CONSISTS OF A MANAGED WETLAND.

Threat:

General: 21 CAPTURES (PLUS 7 RECAPTURES) DURING 200 TRAPNIGHTS ON 26-27 JUL 1999.

Owner/Manager: DFG-GRIZZLY ISLAND WA

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

_____ **Habitat Associations** _____

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 162

Map Index: 41876

EO Index: 41876

_____ **Dates Last Seen** _____

Occ Rank: Excellent

Element: 2002-11-11

Origin: Natural/Native occurrence

Site: 2002-11-11

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2002-12-04

Main Source: FINFROCK, P. 1999 (OBS)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.11234° / -121.93653°

Township: 03N

UTM: Zone-10 N4218813 E593228

Range: 01W

Mapping Precision: SPECIFIC

Section: 11 **Qtr:** XX

Symbol Type: POLYGON

Meridian: M

Area: 198.5 ac

Elevation: 0 ft

Location: GIWA AREA 11, SE OF REDHOUSE ROAD ALONG GRIZZLY ISLAND ROAD, GRIZZLY ISLAND WILDLIFE AREA

Location Detail:

Ecological: HABITAT CONSISTS OF A NARROW (150 YARDS) STRIP OF ROBUST PICKLEWEED ALONG GRIZZLY ISLAND ROAD.

Threat: THREATENED BY A PROPOSED NATURAL GAS WELL TO BE DRILLED NEAR PARKING LOT #4.

General: AREA ALONG REDHOUSE ROAD: 27 CAPTURES DURING 200 TRAPNIGHTS, ON 12-13 JUL 1999. AREA ADJACENT TO PARKING LOT 3: 22 CAPTURES DURING 100 TRAPNIGHTS, ON 26 JUL 1999. 1 ADULT OBSERVED AT PARKING LOT #4 ON 11 NOV 2002.

Owner/Manager: DFG-GRIZZLY ISLAND WA

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

_____ **Status** _____ **NDDB Element Ranks** _____ **Other Lists** _____

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

_____ **Habitat Associations** _____

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 168

Map Index: 42116

EO Index: 42116

_____ **Dates Last Seen** _____

Occ Rank: Fair

Element: 1999-07-25

Origin: Natural/Native occurrence

Site: 1999-07-25

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2000-01-06

Main Source: LACY, T. 1999 (OBS)

Quad Summary:

County Summary: SOLANO

Lat/Long: 38.12673° / -121.90006°

Township: 03N

UTM: Zone-10 N4220447 E596406

Range: 01E

Mapping Precision: NON-SPECIFIC

Section: 06

Qtr: SE

Symbol Type: POLYGON

Meridian: M

Area: 58.5 ac

Elevation: 0 ft

Location: NORTH OF MONTEZUMA SLOUGH AND GRIZZLY ISLAND, SOUTH OF BIRDS LANDING ROAD, 1.5 MILES WEST OF BIRDS LANDING

Location Detail: SITE TRAPPED IS WITHIN THE CHEVRON PIPELINE CORRIDOR.

Ecological: A DIKED FIELD VEGETATED BY SALT MARSH VEGETATION. EXCLUSION ZONES DOMINATED BY SALICORNIA VIRGINICA, SCIRPUS SP, JUNCUS SP, ATRIPLEX TRIANGULARIS, & DISTICHLIS SPICATA. LARGER, MORE VIGOROUS STANDS OF PICKLEWEED OUTSIDE PIPELINE CORRIDOR.

Threat: THREATENED BY REPAIR/MAINTENANCE OF AN EXISTING CHEVRON PIPELINE.

General: 4 ADULTS AND 3 JUVENILES WERE TRAPPED BETWEEN 19-25 JUL 1999.

Owner/Manager: PVT

Reithrodontomys raviventris

salt-marsh harvest mouse

Element Code: AMAFF02040

----- Status ----- NDDB Element Ranks ----- Other Lists -----

Federal: Endangered

Global: G1G2

CDFG Status:

State: Endangered

State: S1S2

----- Habitat Associations -----

General: ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.

Occurrence No. 169

Map Index: 51505

EO Index: 51505

----- Dates Last Seen -----

Occ Rank: Unknown

Element: 2000-05-XX

Origin: Natural/Native occurrence

Site: 2000-05-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 2003-06-09

Main Source: FLOHR, G. 2000 (OBS)

Quad Summary: HONKER BAY (3812118/481C)

County Summary: SOLANO

Lat/Long: 38.12313° / -121.88685°

Township: 03N

UTM: Zone-10 N4220062 E597569

Range: 01E

Mapping Precision: SPECIFIC

Section: 08

Qtr: NE

Symbol Type: POINT

Meridian: M

Radius: 80 meters

Elevation: 0 ft

Location: EAST SIDE OF MONTEZUMA SLOUGH, 1.1 MILES SW OF BIRDS LANDING.

Location Detail:

Ecological: REMNANT PICKLEWEED PATCH IN A DIKED MARSH.

Threat:

General: 4 ADULTS CAPTURED APRIL-MAY 2000.

Owner/Manager: PVT-LEVINE FRICKE RESTORATION

Sterna antillarum browni

California least tern

Element Code: ABNNM08103

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G4T2T3Q

CDFG Status:

State: Endangered

State: S2S3

----- **Habitat Associations** -----

General: (NESTING COLONY) NESTS ALONG THE COAST FROM SAN FRANCISCO BAY SOUTH TO NORTHERN BAJA CALIFORNIA.

Micro: COLONIAL BREEDER ON BARE OR SPARSELY VEGETATED, FLAT SUBSTRATES: SAND BEACHES, ALKALI FLATS, LAND FILLS, OR PAVED AREAS.

Occurrence No. 61

Map Index: 09948

EO Index: 25659

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1983-XX-XX

Origin: Natural/Native occurrence

Site: 1983-XX-XX

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1989-08-10

Main Source: JONES & STOKES ASSOC. 1984 (LIT)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.05130° / -121.98913°

Township: 02N

UTM: Zone-10 N4211989 E588691

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POINT

Meridian: M

Radius: 1/5 mile

Elevation:

Location: AVON-PORT CHICAGO MARSH, BTWN MIDDLE POINT AND CHEMICAL PLANT.

Location Detail:

Ecological:

Threat:

General: DISCOVERED ON 09 AUG 82; MINIMUM OF 2 ADULTS WITH 3 FLEDGED AND ONE UNFLEDGED YOUNG. 1983, 6 PAIRS NESTED; 1987, 2-3 PAIRS FLEDGED 1-2 YOUNG; 1988, 1 PAIR NESTED BUT LATER ABANDONED NEST. AREA NEEDS SUBSTRATE IMPROVEMENT AND VEG CONTROL.

Owner/Manager: PVT-ALLIED CHEMICAL

Sterna antillarum browni

California least tern

Element Code: ABNNM08103

----- **Status** ----- **NDDB Element Ranks** ----- **Other Lists** -----

Federal: Endangered

Global: G4T2T3Q

CDFG Status:

State: Endangered

State: S2S3

----- **Habitat Associations** -----

General: (NESTING COLONY) NESTS ALONG THE COAST FROM SAN FRANCISCO BAY SOUTH TO NORTHERN BAJA CALIFORNIA.

Micro: COLONIAL BREEDER ON BARE OR SPARSELY VEGETATED, FLAT SUBSTRATES: SAND BEACHES, ALKALI FLATS, LAND FILLS, OR PAVED AREAS.

Occurrence No. 71

Map Index: 10190

EO Index: 13019

----- **Dates Last Seen** -----

Occ Rank: Unknown

Element: 1988-07-07

Origin: Natural/Native occurrence

Site: 1988-07-07

Presence: Presumed Extant

Trend: Unknown

Record Last Updated: 1996-02-15

Main Source: CAMPBELL, K. & R. LAVALLEY 1984 (LIT)

Quad Summary:

County Summary: CONTRA COSTA

Lat/Long: 38.03880° / -121.91663°

Township: 02N

UTM: Zone-10 N4210674 E595067

Range: 01W

Mapping Precision: NON-SPECIFIC

Section: XX **Qtr:** XX

Symbol Type: POINT

Meridian: M

Radius: 1/5 mile

Elevation:

Location: PG&E PLANT, PITTSBURG.

Location Detail:

Ecological: FARTHEST INLAND NESTING SITE IN CALIFORNIA.

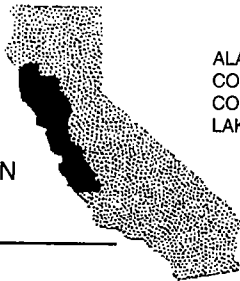
Threat:

General: SITE DISCOVERED IN 1982; 6-7 PAIRS NESTED IN 1982; 3-4 PAIRS FLEDGED 5 YOUNG IN 1987; 3 PAIRS PRODUCED ONLY ONE FLEDGLING IN 1988 DUE TO PREDATION BY A GREAT BLUE HERON.

Owner/Manager: PG&E

Appendix C
Cultural Resources Search

**CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM**



ALAMEDA
COLUSA
CONTRA COSTA
LAKE

MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO

SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1303 Maurice Avenue
Rohnert Park, California 94928-3609
Tel: 707.664.0880 • Fax: 707.664.0890
E-mail: leigh.jordan@sonoma.edu

June 16, 2006

NWIC File No.: 05-1220

Jeanne Levine
ERM
1777 Botelho Drive, Suite 260
Walnut Creek, CA

Re: Record search results for the proposed Superior Court of California's New Courthouse in Eastern Contra Costa County, CA.

Dear Ms. Levine:

Per your request received by our office on June 12, 2006, a rapid response records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) data maps, historic-period maps, and literature for Contra Costa County on file at this office. Review of this information indicates that the proposed project area contains no recorded Native American or historic-period archaeological resources. This office has record of two archaeological studies that include a portion of the project area (see attached report listing). State and federal inventories list no historic properties within the proposed project area, although there are two in the vicinity. At 2019 and 2027 Railroad Avenue are two unnamed historic properties each with a status code of 6Y, meaning at the time of their review (1996) they were determined ineligible for the National Register by consensus. Please note that status codes can change by project and over time.

At the time of Euroamerican contact the Native Americans that lived in the area were speakers of the Bay Miwok language, part of the Eastern Miwok language family (Levy 1978: 398). There are no Native American resources in or adjacent to the proposed project area referenced in the ethnographic literature.

Based on an evaluation of the environmental setting and features associated with known sites, Native American cultural resources in this part of Contra Costa County have been found in adjacent to the bayshore and other seasonal and perennial watercourses. The New Courthouse in Eastern Contra Costa County project area contains a broad flat alluvial terrace farther back from the bayshore. Given the dissimilarity of these environmental factors, there is a low likelihood that unrecorded Native American cultural resources exist in the proposed New Courthouse in Eastern Contra Costa County project area.

Review of historical literature and maps gave no indication of any historic-period archaeological resources within the project area. With this in mind, there is a low possibility of identifying historic-period archaeological resources.

RECOMMENDATIONS:

1) There is a low possibility of identifying Native American and historic-period sites and further study is not recommended at this time.

2) Review for possible historic structures has included only those sources listed in the attached bibliography and should not be considered comprehensive. The Office of Historic Preservation has determined that buildings, structures, and objects 45 years or older may be of historical value. ***If the area of potential effect contains such properties we recommend that the agency responsible for Section 106 compliance consult with the Office of Historic Preservation regarding potential impacts to these properties.***

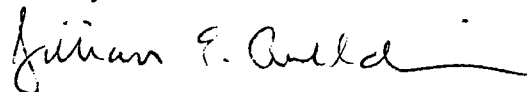
Project Review and Compliance Unit
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
(916) 653-6624

3) If cultural resources are encountered **during the project**, avoid altering the materials and their context until a cultural resource consultant has evaluated the situation. **Project personnel should not collect cultural resources.** Prehistoric resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

4) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: http://ohp.parks.ca.gov/default.asp?page_id=1069.

Thank you for using our services. Please contact this office if you have any questions, (707) 664-0880.

Sincerely,



Jillian E. Guldenbrein
Researcher I

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources Information System, the following literature was reviewed:

Bennyhoff, James

1977 *Ethnogeography of the Plains Miwok*. Center for Archaeological Research at Davis Publication Number 5. University of California, Davis.

Bowman, J.N.

1951 *Adobe Houses in the San Francisco Bay Region*. Geologic Guidebook of the San Francisco Bay Counties, Bulletin 154. California Division of Mines, Ferry Building, San Francisco.

Contra Costa County Planning Department

1976 Preliminary Historic Resources Inventory, Contra Costa County, California. Prepared by Contra Costa County Planning Department, n.p.

Cook, S.F.

1957 *The Aboriginal Population of Alameda and Contra Costa Counties*. University of California Anthropological Records 16(4):131-156. Berkeley and Los Angeles.

Fickewirth, Alvin A.

1992 *California Railroads*. Golden West Books, San Marino, CA.

General Land Office

1869 Survey Plat for Rancho Los Medanos (Township 2 North/Range 1 East).

Gudde, Erwin G.

1969 *California Place Names: The Origin and Etymology of Current Geographical Names*. Third Edition. University of California Press, Berkeley and Los Angeles.

Hart, James D.

1987 *A Companion to California*. University of California Press, Berkeley and Los Angeles.

Heizer, Robert F., editor

1974 *Local History Studies*, Vol. 18., "The Costanoan Indians." California History Center, DeAnza College, Cupertino, CA.

Helley, E.J., K.R. Lajoie, W.E. Spangle, and M.L. Blair

1979 *Flatland Deposits of the San Francisco Bay Region - Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. United States Geological Survey and Department of Housing and Urban Development.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, revised by William N. Abeloe

1966 *Historic Spots in California*. Third Edition. Stanford University Press, Stanford.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, William N. Abeloe, revised by Douglas E. Kyle
1990 *Historic Spots in California*. Fourth Edition. Stanford University Press, Stanford.

Kroeber, A.L.
1925 *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78, Smithsonian Institution, Washington, D.C. (Reprint by Dover Publications, Inc., New York, 1976)

Levy, Richard
1978a Costanoan. In *California*, edited by Robert F. Heizer, pp. 485-495. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

1978b Eastern Miwok. In *California*, edited by Robert F. Heizer, pp. 398-413. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Milliken, Randall
1995 *A Time of Little Choice: The Disintegration of Tribal Culture in the San Francisco Bay Area 1769-1810*. Ballena Press Anthropological Papers No. 43, Menlo Park.

Myers, William A. (editor)
1977 *Historic Civil Engineering Landmarks of San Francisco and Northern California*. Prepared by The History and Heritage Committee, San Francisco Section, American Society of Civil Engineers. Pacific Gas and Electric Company, San Francisco.

Nelson, N.C.
1909 *Shellmounds of the San Francisco Bay Region*. University of California Publications in American Archaeology and Ethnology 7(4):309-356. Berkeley. (Reprint by Kraus Reprint Corporation, New York, 1964)

Nichols, Donald R., and Nancy A. Wright
1971 Preliminary Map of Historic Margins of Marshland, San Francisco Bay, California. U.S. Geological Survey Open File Map. U.S. Department of the Interior, Geological Survey in cooperation with the U.S. Department of Housing and Urban Development, Washington, D.C.

Roberts, George, and Jan Roberts.
1988 *Discover Historic California*. Gem Guides Book Co., Pico Rivera, California.

Sanborn Map Company
1900 Antioch, California.

State of California Department of Parks and Recreation
1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

State of California Department of Parks and Recreation and Office of Historic Preservation
1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation **

2005 *Historic Properties Directory*. Listing by City (through March 2005). State of California Office of Historic Preservation, Sacramento.

Wallace, William

1978 Northern Valley Yokuts. In *California*, edited by Robert F. Heizer, pp. 462-470. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Welch, Lawrence E.

1977 *Soils Survey of Contra Costa County, California*. United States Department of Agriculture, Soil Conservation Service, in cooperation with the University of California Agricultural Experiment Station. n.p.

Williams, James C.

1997 *Energy and the Making of Modern California*. The University of Akron Press, Akron OH.

Woodbridge, Sally B.

1988 *California Architecture: Historic American Buildings Survey*. Chronicle Books, San Francisco.

Works Progress Administration

1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as *California: A Guide to the Golden State in 1939* by Books, Inc., distributed by Hastings House Publishers, New York.)

**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, and Historic Points of Interest.

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
106923	07-001923	1999 RAILROAD AVE	PITTSBURG		1943	HIST. SURV.	4565-0016-0000		3S	
						HIST. RES.	DOE-07-96-0005-0000	12/27/96	6Y	
106924	07-001924	2003 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0119-0000	12/27/96	6Y	
106925	07-001925	2011 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0006-0000	12/27/96	6Y	
106926	07-001926	2019 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0007-0000	12/27/96	6Y	
106927	07-001927	2027 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0008-0000	12/27/96	6Y	
106928	07-001928	2035 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0118-0000	12/27/96	6Y	
106929	07-001929	2043 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0009-0000	12/27/96	6Y	
106930	07-001930	2051 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0010-0000	12/27/96	6Y	
106931	07-001931	2059 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0011-0000	12/27/96	6Y	
106932	07-001932	2067 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0117-0000	12/27/96	6Y	
106933	07-001933	2075 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0012-0000	12/27/96	6Y	
106934	07-001934	2083 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-99-0013-0000	12/27/96	6Y	
106935	07-001935	2091 RAILROAD AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0014-0000	12/27/96	6Y	
106936	07-001936	2099 RAILROAD AVE	PITTSBURG	P	1952	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-01-0002-0000	01/10/01	6Y	
						PROJ. REVW.	FHWA960812A	01/10/01	6Y	
						HIST. RES.	DOE-07-96-0115-0000	12/27/96	6Y	
138085		3865 RAILROAD AVE	PITTSBURG	P	1955	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-03-0006-0000	02/24/03	6Y	
150362		53 RAMONA ST	PITTSBURG	P	1940	PROJ. REVW.	FCC030219A	02/24/03	6Y	
						HIST. RES.	DOE-07-04-0015-0000	11/29/04	6Y	
077910	07-001737	24 S BELLA MONTE AVE	PITTSBURG	U	1933	PROJ. REVW.	HUD041104C	11/29/05	6Y	
106897	07-001921	240 SCHOOL ST	PITTSBURG		1926	PROJ. REVW.	HUD920925F	11/03/92	6Y	
						HIST. RES.	DOE-07-96-0003-0000	12/27/96	6Y	
106937	07-001937	104 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0015-0000	12/27/96	6Y	
106938	07-001938	113 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0016-0000	12/27/96	6Y	
106939	07-001939	114 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0017-0000	12/27/96	6Y	
106940	07-001940	117 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0111-0000	12/27/96	6Y	
106941	07-001941	123 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0018-0000	12/27/96	6Y	
106942	07-001942	127 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0019-0000	12/27/96	6Y	
106943	07-001943	128 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0020-0000	12/27/96	6Y	
106944	07-001944	133 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0092-0000	12/27/96	6Y	
106945	07-001945	134 VICTORY AVE	PITTSBURG		1943	PROJ. REVW.	FHWA960812A	12/27/96	6Y	
						HIST. RES.	DOE-07-96-0021-0000	12/27/96	6Y	
						PROJ. REVW.	FHWA960812A	12/27/96	6Y	

FORT KNOX STORAGE

PITTSBURG HIGH SCHOOL

Northwest Information Center Report Listing

S-number	Year	Author(s)	Title	Origin
S-023155	1996	Sally S. Morgan; Lara J. Melton	Archaeological and Historic Properties Survey Report, Route 4 East Project, Contra Costa County, California	
S-029583	2004	William Self	Archaeological Survey and Cultural Resources Assessment of the Proposed Alternative 3A Route for the City of Pittsburg Recycled Water Project, Pittsburg, Contra Costa County, California.(letter report)	William Self Associates, Inc.

STATE OF CALIFORNIAArnold Schwarzenegger, Governor**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390
Web Site www.nahc.ca.gov



June 23, 2006

Jeanne Levine
Environmental Scientist
Environmental Resources Management

Sent by Fax: 925-946-9968
Number of Pages : 2

Re: Proposed New Courthouse project, Contra Costa County.

Dear Ms. Levine:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

A handwritten signature in cursive script that reads "Debbie Pilas-Treadway".

Debbie Pilas-Treadway
Environmental Specialist III

Native American Contacts
Contra Costa County
June 23, 2006

Katherine Erolinda Perez
PO Box 717
Linden , CA 95236
canutes@comcast.net
(209) 474-2602

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152
Mission San Jose , CA 94539
chochenyo@AOL.com
(510) 656-0787 - Voice
(510) 882-0527 - Cell
(510) 687-9393 - Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Trina Marine Ruano Family
Ramona Garibay, Representative
5816 Thornton Ave
Newark , CA 94560
510-300-5971 - cell

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural for the proposed
*** New Courthouse project, Contra Costa County.**

Appendix D
Traffic

INTERSECTION OPERATION

Methodology

Signalized Intersections. Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system. Signalized intersection operation is graded upon two different scales. The first scale employs a grading system called Level of Service (LOS), which ranges from Level 1, indicating uncongested flow, down to Level F, indicating significant congestion on most or all intersection approaches. The Level of Service scale is also associated with an intersection volume-to-capacity tabulation based on Contra CCTA Level of Service software. CCTA LOS provides Level of Service based on the Circulation 212 method for capacity analysis, and provides a volume-to-capacity ratio for the entire intersection. The LOS and v/c scale shown on the following page provides detail regarding the level of service-volume to capacity ratio relationship.

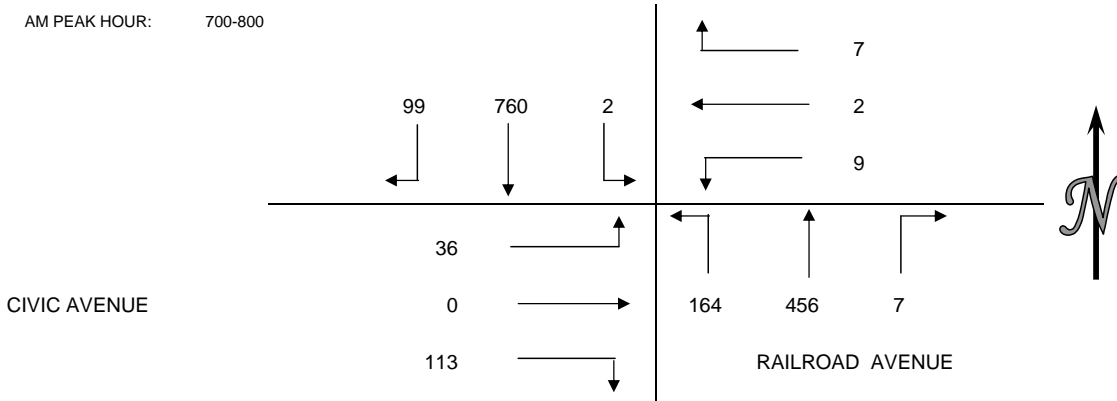
Signalized Intersection Level of Service Criteria		
Level of Service	Description	Volume-to-Capacity
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0.6
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.61 to 0.70
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.71 to 0.80
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	0.81 to 0.90
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	0.91 to 1.00
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 1.00
<i>Source:</i> Contra Costa Transportation Authority.		

INTERSECTION: N/S RAILROAD AVENUE
 E/W CIVIC AVENUE

 DATE: TUESDAY, MAY 9TH, 2006
 PERIOD: 6:30AM TO 8:30AM

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-645	6	235	0	0	1	2	0	75	9	12	0	8	348
645-700	15	198	1	0	0	0	0	83	16	15	0	3	331
700-715	23	212	0	1	0	2	0	98	30	23	0	4	393
715-730	29	182	0	3	1	1	0	110	43	30	0	11	410
730-745	27	197	1	3	1	4	5	147	51	36	0	16	488
745-800	20	169	1	0	0	2	2	101	40	24	0	5	364
800-815	13	150	0	0	0	0	0	94	47	22	1	5	332
815-830	10	131	1	0	0	0	1	87	43	18	0	3	294
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-730	73	827	1	4	2	5	0	366	98	80	0	26	1482
645-745	94	789	2	7	2	7	5	438	140	104	0	34	1622
700-800	99	760	2	7	2	9	7	456	164	113	0	36	1655
715-815	89	698	2	6	2	7	7	452	181	112	1	37	1594
730-830	70	647	3	3	1	6	8	429	181	100	1	29	1478

AM PEAK HOUR: 700-800



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-645	0	1	8	5	14
645-700	1	2	3	7	13
700-715	1	5	11	0	17
715-730	0	6	26	7	39
730-745	0	19	104	5	128
745-800	0	5	4	0	9
800-815	1	1	11	1	14
815-830	0	0	4	0	4
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	LEG
630-730	2	14	48	19	83
645-745	2	32	144	19	197
700-800	1	35	145	12	193
715-815	1	31	145	13	190
730-830	1	25	123	6	155

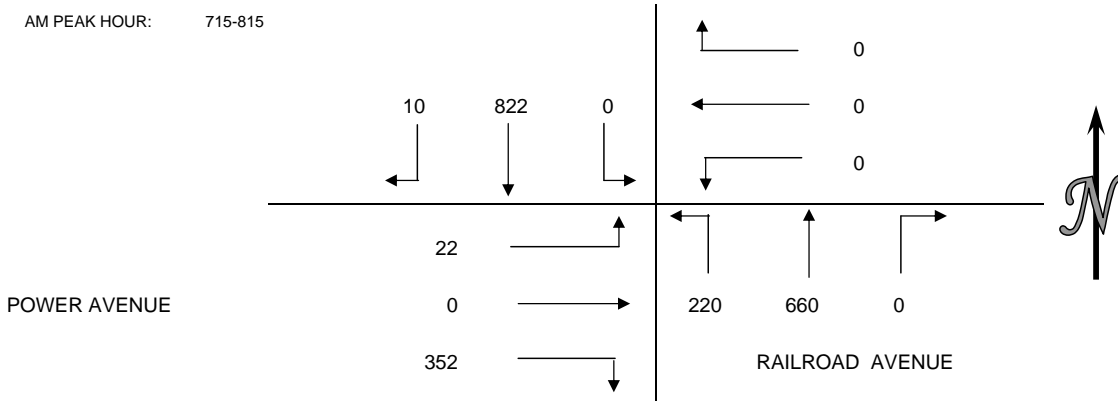
BICYCLE COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-645	0	1	0	1	2
645-700	0	0	1	0	1
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	1	0	2
745-800	0	0	0	1	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	LEG
630-730	0	1	1	1	3
645-745	0	1	2	0	3
700-800	0	1	1	1	3
715-815	0	1	1	1	3
730-830	0	1	1	1	3

INTERSECTION: N/S RAILROAD AVENUE
 E/W POWER AVENUE

 DATE: TUESDAY, MAY 9TH, 2006
 PERIOD: 6:30AM TO 8:30AM

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-645	2	209	0	0	0	0	0	74	20	77	0	0	382
645-700	3	219	0	0	0	0	0	95	31	82	0	4	434
700-715	0	230	0	0	0	0	0	121	44	75	0	1	471
715-730	0	214	0	0	0	0	0	144	50	90	0	6	504
730-745	2	224	0	0	0	0	0	173	45	97	0	5	546
745-800	3	197	0	0	0	0	0	192	60	92	0	7	551
800-815	5	187	0	0	0	0	0	151	65	73	0	4	485
815-830	2	145	0	0	0	0	0	122	59	85	0	3	416
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-730	5	872	0	0	0	0	0	434	145	324	0	11	1791
645-745	5	887	0	0	0	0	0	533	170	344	0	16	1955
700-800	5	865	0	0	0	0	0	630	199	354	0	19	2072
715-815	10	822	0	0	0	0	0	660	220	352	0	22	2086
730-830	12	753	0	0	0	0	0	638	229	347	0	19	1998

AM PEAK HOUR: 715-815



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-645	6	0	0	1	7
645-700	0	0	0	3	3
700-715	0	0	0	6	6
715-730	0	0	0	4	4
730-745	5	0	0	13	18
745-800	10	0	0	16	26
800-815	3	0	0	5	8
815-830	2	0	0	3	5
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
630-730	6	0	0	14	20
645-745	5	0	0	26	31
700-800	15	0	0	39	54
715-815	18	0	0	38	56
730-830	20	0	0	37	57

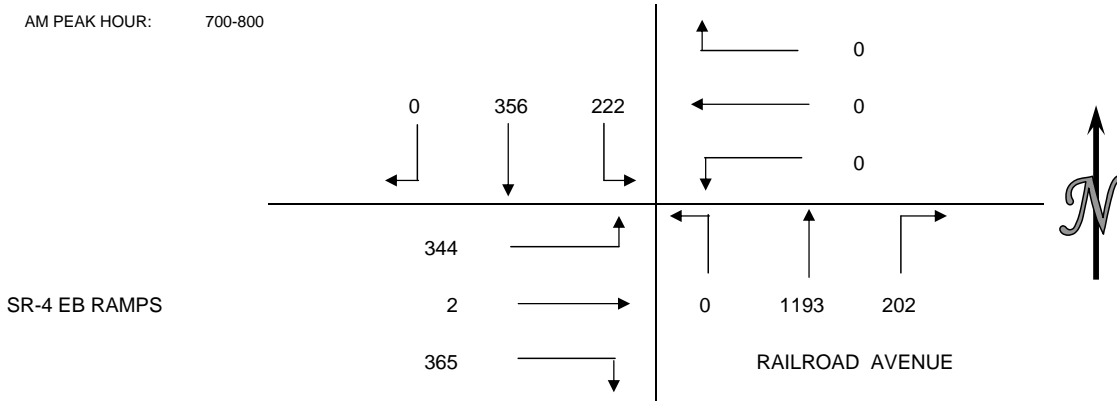
BICYCLE COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-645	0	0	0	2	2
645-700	0	0	0	0	0
700-715	0	0	0	3	3
715-730	0	0	0	0	0
730-745	3	0	0	2	5
745-800	1	0	0	2	3
800-815	1	0	0	1	2
815-830	0	0	0	0	0
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
630-730	0	0	0	5	5
645-745	3	0	0	5	8
700-800	4	0	0	7	11
715-815	5	0	0	5	10
730-830	5	0	0	5	10

INTERSECTION: N/S RAILROAD AVENUE
 E/W SR-4 EB RAMPS

 DATE: TUESDAY, MAY 9TH, 2006
 PERIOD: 6:30AM TO 8:30AM

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-645	0	65	31	0	0	0	51	292	0	53	0	40	532
645-700	0	68	22	0	0	0	44	288	0	66	0	56	544
700-715	0	74	41	0	0	0	39	296	0	71	1	63	585
715-730	0	85	65	0	0	0	57	336	0	99	0	81	723
730-745	0	99	62	0	0	0	53	298	0	103	1	99	715
745-800	0	98	54	0	0	0	53	263	0	92	0	101	661
800-815	0	102	37	0	0	0	36	219	0	85	0	87	566
815-830	0	89	24	0	0	0	51	224	0	89	0	65	542
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-730	0	292	159	0	0	0	191	1212	0	289	1	240	2384
645-745	0	326	190	0	0	0	193	1218	0	339	2	299	2567
700-800	0	356	222	0	0	0	202	1193	0	365	2	344	2684
715-815	0	384	218	0	0	0	199	1116	0	379	1	368	2665
730-830	0	388	177	0	0	0	193	1004	0	369	1	352	2484

AM PEAK HOUR: 700-800



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-645	0	2	2	2	6
645-700	0	2	2	3	7
700-715	0	5	3	10	18
715-730	0	6	5	0	11
730-745	0	4	2	10	16
745-800	0	8	7	7	22
800-815	0	5	7	10	22
815-830	0	4	6	5	15
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-730	0	15	12	15	42
645-745	0	17	12	23	52
700-800	0	23	17	27	67
715-815	0	23	21	27	71
730-830	0	21	22	32	75

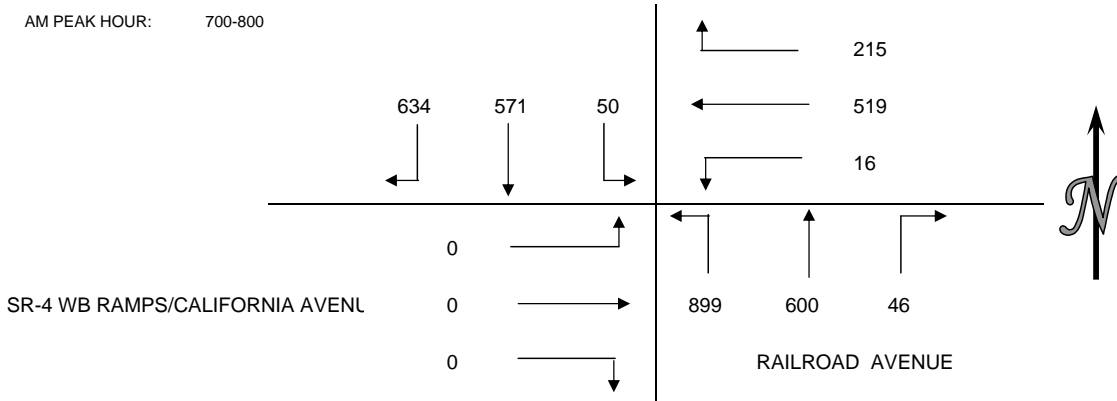
BICYCLE COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-645	0	1	2	2	5
645-700	0	0	1	0	1
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	1	2	4
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
630-730	0	1	3	2	6
645-745	0	1	2	2	5
700-800	0	2	1	2	5
715-815	0	2	1	2	5
730-830	0	2	1	2	5

INTERSECTION: N/S RAILROAD AVENUE
 E/W SR-4 WB RAMPS/CALIFORNIA AVENUE

 DATE: TUESDAY, MAY 9TH, 2006
 PERIOD: 6:30AM TO 8:30AM

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-645	176	85	8	23	185	2	4	60	271	0	0	0	814
645-700	172	88	15	21	140	2	9	91	285	0	0	0	823
700-715	196	105	3	41	156	2	3	128	273	0	0	0	907
715-730	167	141	15	60	164	3	10	144	239	0	0	0	943
730-745	147	153	13	48	108	6	17	159	206	0	0	0	857
745-800	124	172	19	66	91	5	16	169	181	0	0	0	843
800-815	116	141	18	79	78	8	9	128	156	0	0	0	733
815-830	110	121	18	63	57	10	15	122	147	0	0	0	663
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
630-730	711	419	41	145	645	9	26	423	1068	0	0	0	3487
645-745	682	487	46	170	568	13	39	522	1003	0	0	0	3530
700-800	634	571	50	215	519	16	46	600	899	0	0	0	3550
715-815	554	607	65	253	441	22	52	600	782	0	0	0	3376
730-830	497	587	68	256	334	29	57	578	690	0	0	0	3096

AM PEAK HOUR: 700-800



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
630-645	0	2	0	5	7
645-700	0	4	0	10	14
700-715	3	3	0	14	20
715-730	0	10	0	10	20
730-745	0	3	0	19	22
745-800	1	7	0	25	33
800-815	0	6	0	7	13
815-830	1	6	0	5	12
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
630-730	3	19	0	39	61
645-745	3	20	0	53	76
700-800	4	23	0	68	95
715-815	1	26	0	61	88
730-830	2	22	0	56	80

BICYCLE COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
630-645	0	1	0	3	4
645-700	0	0	0	1	1
700-715	2	0	0	0	2
715-730	0	0	0	0	0
730-745	0	3	0	5	8
745-800	0	0	0	3	3
800-815	0	0	0	1	1
815-830	0	0	0	1	1
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
630-730	2	1	0	4	7
645-745	2	3	0	6	11
700-800	2	3	0	8	13
715-815	0	3	0	9	12
730-830	0	3	0	10	13

Appendix E
Noise Measurements

Summary of Noise Measurements

Short-term and long-term noise measurements were taken at three locations near the proposed project. The measurements were taken at the following locations:

Short-term:

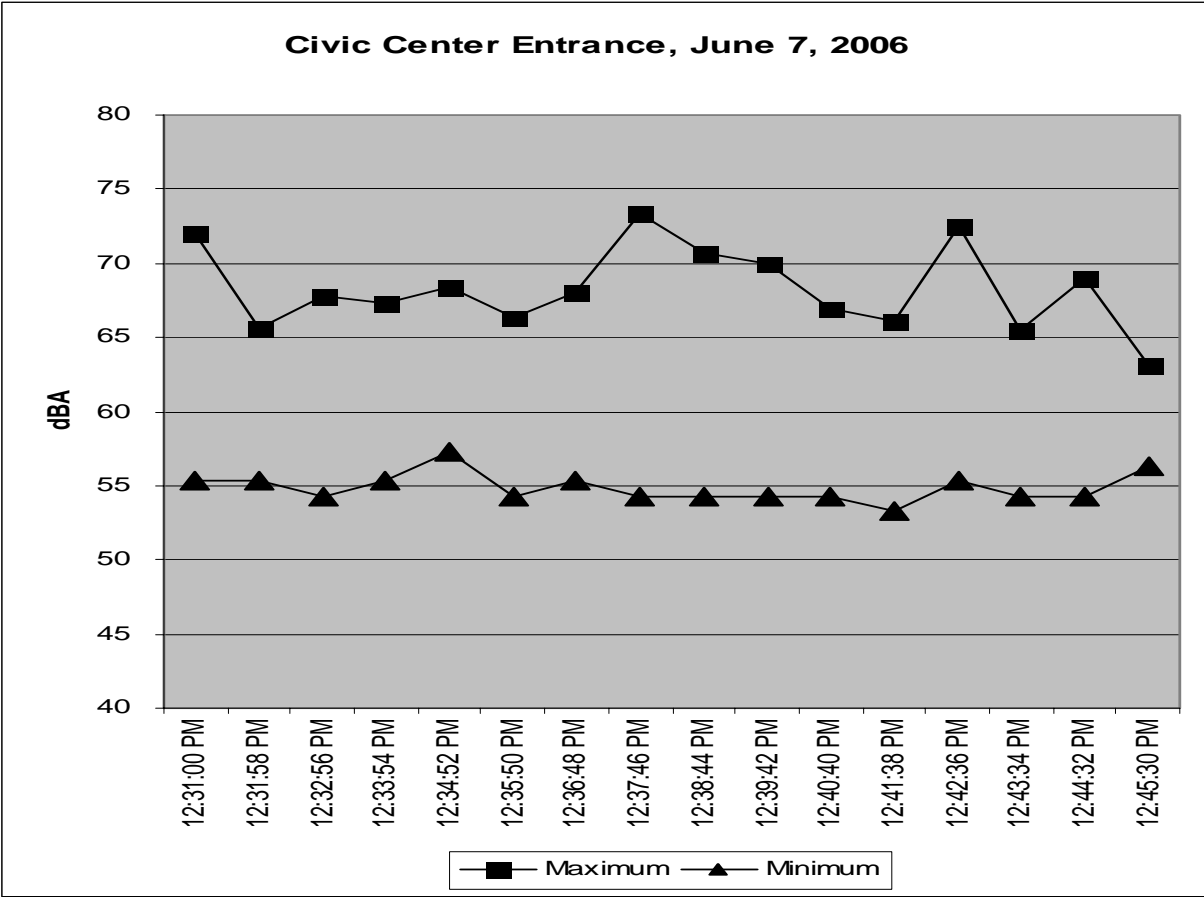
- Civic Center entrance
- Railroad Avenue and Civic Avenue

Long-term:

- Power Avenue and Railroad Avenue

The short-term measurements were taken for 15 minutes and traffic counts during the same sampling period were also recorded. The long-term measurements were taken over a 24-hour period. The measured noise levels are presented in more detail below.

Short Term Noise Measurements At Civic Center Entrance



**Pittsburg Civic Center Noise Measurements
Civic Center Entrance**

Lav= 61.0 dBA

7-Jun-06	Lmax	L(99.9)
12:31:00 PM	72.0	55.3
12:31:58 PM	65.6	55.3
12:32:56 PM	67.8	54.3
12:33:54 PM	67.3	55.3
12:34:52 PM	68.4	57.3
12:35:50 PM	66.3	54.3
12:36:48 PM	68.0	55.3
12:37:46 PM	73.4	54.3
12:38:44 PM	70.7	54.3
12:39:42 PM	70.0	54.3
12:40:40 PM	66.9	54.3
12:41:38 PM	66.1	53.3
12:42:36 PM	72.5	55.3
12:43:34 PM	65.5	54.3
12:44:32 PM	69.0	54.3
12:45:30 PM	63.1	56.3

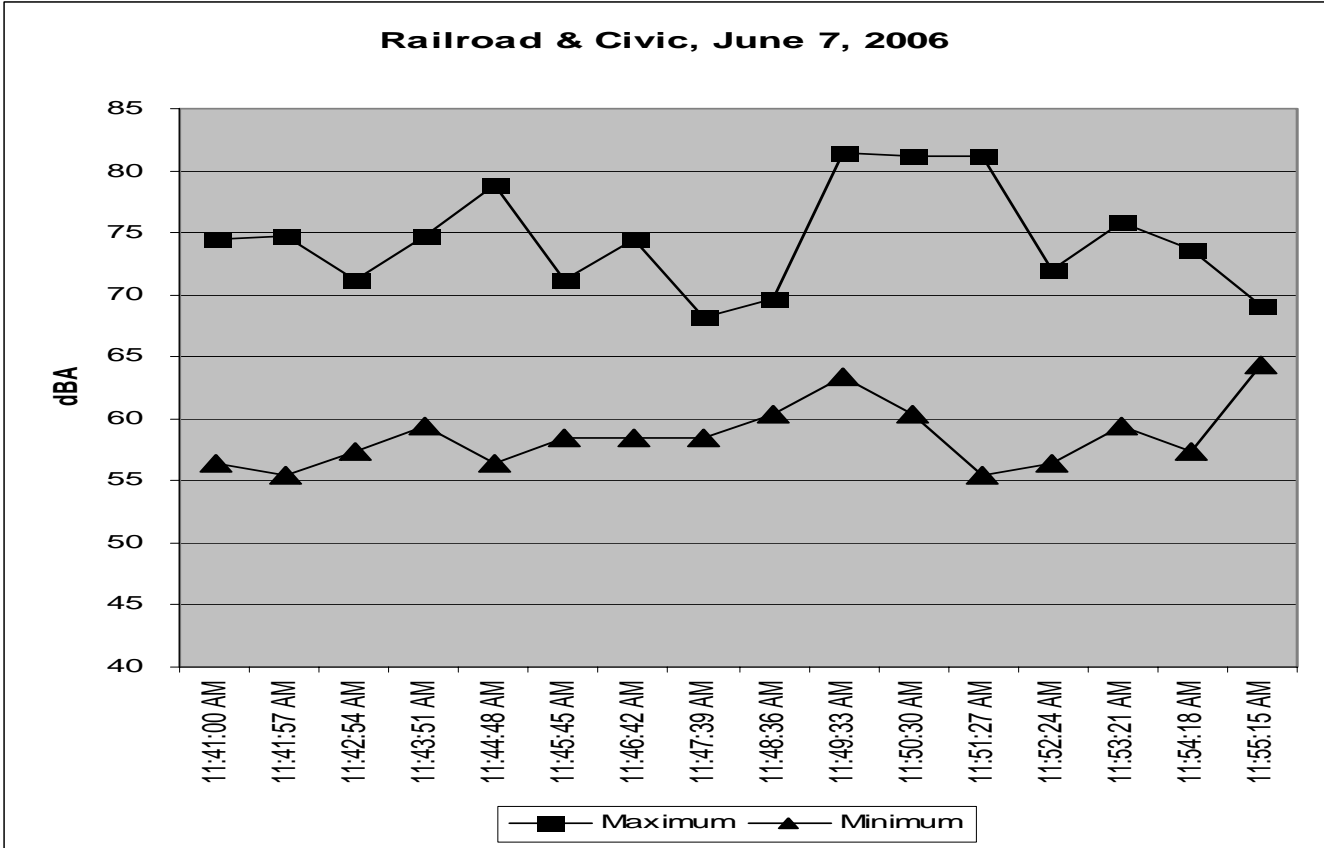
Temperature 84.0 F
Winds 5 to 10 Mps

Lav 61.0 dBA
Lmax 73.4 dBA
Lpk 110.6 dBA

Vehicle Counts

	Cars	Medium Trucks	Heavy Trucks
Civic Center/Entrance	72	1	0

Short Term Noise Measurements At Railroad Avenue and Civic Avenue



**Pittsburg Civic Center Noise Measurements
Railroad Avenue & Civic Avenue**

Lav= 66.1 dBA

7-Jun-06	Lmax	L(99.9)
11:41:00 AM	74.4	56.4
11:41:57 AM	74.8	55.4
11:42:54 AM	71.2	57.4
11:43:51 AM	74.8	59.4
11:44:48 AM	78.8	56.4
11:45:45 AM	71.2	58.4
11:46:42 AM	74.4	58.4
11:47:39 AM	68.2	58.4
11:48:36 AM	69.7	60.4
11:49:33 AM	81.5	63.4
11:50:30 AM	81.2	60.4
11:51:27 AM	81.2	55.4
11:52:24 AM	72.0	56.4
11:53:21 AM	75.8	59.4
11:54:18 AM	73.6	57.4
11:55:15 AM	69.2	64.4

Temperature 80.0 F
Winds 5 to 7.5 Mps

Lav 66.1 dBA
Lmax 81.5 dBA
Lpk 110.7 dBA

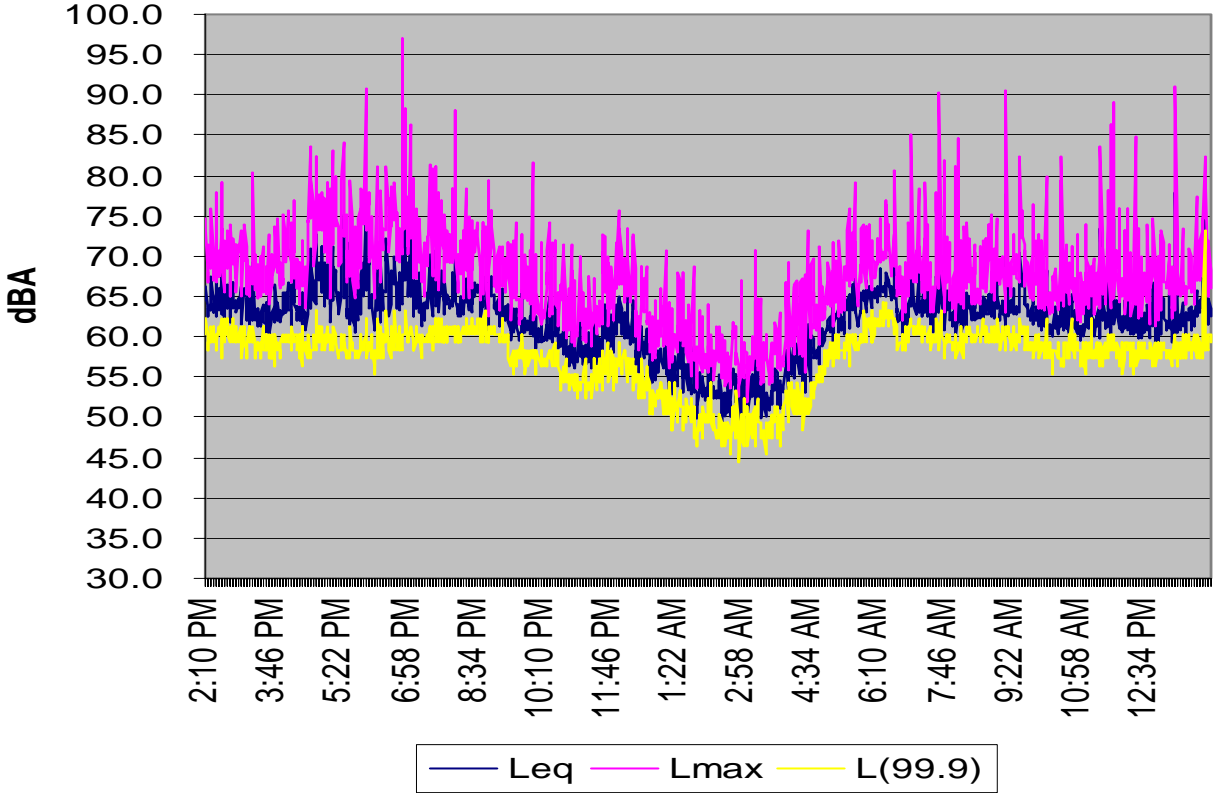
Vehicle Counts

	Cars	Medium Trucks	Heavy Trucks
Railroad SB	143.0	3.0	1
Railroad NB	132.0	8.0	2
Civic	23.0	1.0	2

24-Hour Long Term Noise Measurements at Power Avenue and Railroad Avenue



LT1 - Pittsburg (June 7-8, 2006)



Summary of Long Term Measurement

day-night average sound level, (Ldn, dBA)	community noise equivalent level (CNEL, dBA)
68.2	68.7

Appendix F
Public Notice

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION and
NOTICE OF PUBLIC COMMENT PERIOD
(December 18, 2007 Through January 17, 2007) for the
New East Contra Costa Courthouse in Pittsburg, CA**

The purpose of this notice is to inform interested parties that the Administrative Office of the Courts (AOC), the staff agency of the Judicial Council of California, is proposing that the Judicial Council adopt a mitigated negative declaration for compliance with the California Environmental Quality Act (CEQA) for construction of a new courthouse in Pittsburg, CA for the Superior Court of California, County of Contra Costa. The new courthouse will improve Contra Costa residents' access to judicial facilities, provide courthouse facilities that meet current building standards for public use; provide facilities to support new judicial services and additional judges; and provide improved security for public visitors, judges, jurors, and courthouse staff. The AOC has prepared a Draft Initial Study and Mitigated Negative Declaration to comply with CEQA requirements. The Initial Study and Mitigated Negative Declaration disclose and evaluate the project's environmental impacts; as stated in the documents, the AOC concludes that the project's potential significant environmental impacts will be less than significant.

Project Location: The project site is located in the city of Pittsburg, approximately 0.2 mile north of S.R. 4. The proposed courthouse will be immediately adjacent to the southern side of the existing courthouse, southeast of the City of Pittsburg Civic Center, and southwest of the buildings occupied by the Pittsburg Unified School District. The proposed project includes an approximately 4-acre site north of Center Drive and west of Railroad Avenue. The Pittsburg Community Center building at 2020 Railroad Avenue, the Pittsburg Federal Credit Union building at 2010 Railroad Avenue, and portions of the existing Pittsburg-Delta Courthouse and Pittsburg Unified School District's parking lot currently occupy the project site.

Project Description: The new courthouse will have two stories with a partial basement and will be approximately 45 feet tall. It will provide approximately 73,500 square feet of space for seven courtrooms, jury assembly rooms, hearing rooms, judges' chambers, jury deliberation rooms, holding cells for in-custody detainees, offices for court staff, secure evidence storage, record storage, and ancillary support spaces. The front of the building will face Center Drive. The project includes a secured parking lot for approximately 40 vehicles and public parking lots for approximately 160 vehicles.

The AOC expects to begin construction of the new courthouse in early 2010 and complete construction of the new courthouse in 2011. The Superior Court will remain in the current courthouse at 45 Civic Avenue during construction, and the court will move from the current courthouse after completion of the new courthouse. After completion of the new courthouse, the AOC project will demolish the current courthouse.

Public Review Period: The deadline for submission of comments regarding the Initial Study and Negative Declaration is 5 PM on January 17, 2007. Please mail or FAX written comments to: Mr. Jerry Ripperda; Administrative Office of the Courts; Northern/Central Regional Office; 2860 Gateway Oaks, Suite 400; Sacramento, CA 95833-3509 (FAX: 916-263-8140). You may e-mail comments to: Jerry.Ripperda@jud.ca.gov.

Copies of the document are available at the Contra Costa Library branches in Pittsburg, Antioch, Brentwood, and Martinez. Interested parties may also download copies of the document from http://www.courtinfo.ca.gov/programs/occm/projects_contracosta.htm. If you wish to obtain copies of the document, have questions about the project, or wish to discuss the project, please contact Mr. Jerry Ripperda, at 916-263-8865 or by e-mail at the address listed above.

Public Meeting: The AOC will hold a public meeting on January 9, 2007 from 7 PM to 8:30 PM to discuss the CEQA documents and receive public comments. The meeting will be at the Pittsburg-Delta Courthouse at 45 Civic Drive in Pittsburg, CA.

Appendix G
Mailing List

Mailing List for Public Notice

Source: Contra Costa County Assessor's Office

Parcel/Quest by CD-DATA

A	APN	Owner 1	M House #	M Str Name	M Str	M City	M St	M Zip
1	086-175-012-3	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
2	086-175-013-1	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
3	086-175-014-9	FITZ-STEPHENS ROBERT R	1273 MT VIEW		BLVD	WALNUT CREEK	CA	94596
4	086-190-001-7	PATEL VANMALIBHAI N TRE & L V	1989 RAILROAD		AVE	PITTSBURG	CA	94565
5	086-190-004-1	WILLIAMS ALLEN & INA E	PO BOX 1577			PITTSBURG	CA	94565
6	086-190-035-5	CCC FIRE PROTECTION DISTRICT	2010 GEARY		RD	PLEASANT HILL	CA	94523
7	086-190-036-3	CCC FIRE PROTECTION DISTRICT	2010 GEARY		RD	PLEASANT HILL	CA	94523
8	086-190-037-1	RODRIGUEZ DANIEL SR & MARIE	102 SCHOOL		ST	PITTSBURG	CA	94565
9	086-221-002-8	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
10	086-221-003-6	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
11	086-221-004-4	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
12	086-221-005-1	PITTSBURG REDEVELOPMENT AGENCY	340 MARINA		BLVD	PITTSBURG	CA	94565
13	086-221-006-9	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
14	086-221-007-7	PITTSBURG CITY OF	PO BOX 1518			PITTSBURG	CA	94565
15	086-221-008-5	PITTSBURG REDEVELOPMENT AGENCY	340 MARINA		BLVD	PITTSBURG	CA	94565
16	086-221-009-3	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
17	086-221-010-1	PITTSBURG REDEVELOPMENT AGENCY	340 MARINA		BLVD	PITTSBURG	CA	94565
18	086-221-011-9	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		DR	PITTSBURG	CA	94565
19	086-221-012-7	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
20	086-221-013-5	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		AVE	PITTSBURG	CA	94565
21	086-221-016-8	GARCIA HUMBERTO & MARTHA	262 BRUNO		AVE	PITTSBURG	CA	94565
22	086-221-017-6	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		DR	PITTSBURG	CA	94565
23	086-221-018-4	BRUNO NENO G & MARCELINE	128 AVON		ST	PITTSBURG	CA	94565
24	086-221-019-2	SOLIS RAMONA	136 AVON		ST	PITTSBURG	CA	94565
25	086-221-020-0	MENDEZ LETICIA & SILVIA	144 AVON		ST	PITTSBURG	CA	94565
26	086-221-021-8	BOLDEN YOLANDA FAYE	152 AVON		ST	PITTSBURG	CA	94565
27	086-221-022-6	WALKER ELLEN G	19360 RINALDI		ST	NORTHBRIDGE	CA	91326
28	086-221-023-4	BEST DONALD JOE JR & NANCY KAY	168 AVON		ST	PITTSBURG	CA	94565
29	086-221-024-2	CHAVEZ JOSE HELIODORO	174 AVON		ST	PITTSBURG	CA	94565
30	086-221-025-9	SORNIA ROGELIO & ASUNCION P	180 AVON		ST	PITTSBURG	CA	94565
31	086-221-026-7	GRAY OTTAVIA P & JACK	3855 BROOKSIDE		DR	PITTSBURG	CA	94565
32	086-221-028-3	CONTRA COSTA COUNTY	255 GLACIER		DR	MARTINEZ	CA	94553
33	086-224-026-4	CATALINE FRANCES D	1999 RAILROAD		AVE	PITTSBURG	CA	94565

*mailing addresses
Railroad Ave. from California St. to E. 17th St.*

*** The information provided here is deemed reliable, but is not guaranteed.

A	APN	Owner 1	M. House #	M. Str Name	M. Str	M. City	M. St.	M. Zip
1	086-221-014-3	RIVERA KARA L	440 MISSION	CT	FREMONT	CA	94539	
2	086-223-008-3	MARTINEZ CHRISTOPHER MICHAEL	128 VICTORY	AVE	PITTSBURG	CA	94565	
3	086-223-009-1	SCRIVNER SUSANNAH WEST	134 VICTORY	AVE	PITTSBURG	CA	94565	
4	086-223-011-7	PEREZ FRANCISCO & MARIA	140 VICTORY	AVE	PITTSBURG	CA	94565	
5	086-223-012-5	BRUNO MICHAEL J	144 VICTORY	AVE	PITTSBURG	CA	94565	
6	086-223-013-3	DAVINE SHEILA Y	148 VICTORY	AVE	PITTSBURG	CA	94565	
7	086-223-014-1	ROA JOSEFINA DEL C	160 VICTORY	AVE	PITTSBURG	CA	94565	
8	086-223-015-8	RUNTUPALIT LUCY	172 VICTORY	AVE	PITTSBURG	CA	94565	
9	086-223-016-6	DAVIS CARMEL & JAMES	184 VICTORY	AVE	PITTSBURG	CA	94565	
10	086-223-020-8	COLON ELENA	138 VICTORY	AVE	PITTSBURG	CA	94565	
11	086-224-009-0	GARIBAY GBRIEL	193 VICTORY	AVE	PITTSBURG	CA	94565	
12	086-224-010-8	VALENCIA ANGEL JR & GUADALUPE	1390 BIRCH	ST	PITTSBURG	CA	94565	
13	086-224-011-5	STRATTON AL D & BARBARA L	2929 BLUEBONNET	CT	ANTIOCH	CA	94531	
14	086-224-012-4	HERRERA BLANCA RODRIGUEZ	179 VICTORY	AVE	PITTSBURG	CA	94565	
15	086-224-013-2	MACHADO RODRIGO & MARTA	173 VICTORY	AVE	PITTSBURG	CA	94565	
16	086-224-014-0	DORSEY ALTON	169 VICTORY	AVE	PITTSBURG	CA	94565	
17	086-224-015-7	MEUNIER ROBERT F & MARIA ELENA	163 VICTORY	AVE	PITTSBURG	CA	94565	
18	086-224-016-5	RHODES JAMES & FRANCES	159 VICTORY	AVE	PITTSBURG	CA	94565	
19	086-224-017-3	CAJINA LUIS A & MARIA E	153 VICTORY	AVE	PITTSBURG	CA	94565	
20	086-224-018-1	PARTAIN MICHAEL L & JEAN A	4356 OAKDALE	PL	PITTSBURG	CA	94565	
21	086-224-019-9	ORTEGA HORACIO	143 VICTORY	AVE	PITTSBURG	CA	94565	
22	086-224-020-7	JULIETA MEDRANO D	137 VICTORY	AVE	PITTSBURG	CA	94565	
23	086-224-021-5	RODRIGUEZ RUBEN	133 VICTORY	AVE	PITTSBURG	CA	94565	
24	086-224-022-3	SWANSON STEVEN W & DESIREE R	1556 WOODLAND	DR	PITTSBURG	CA	94565	
25	086-224-023-1	GONZALEZ JOAQUIN	123 VICTORY	AVE	PITTSBURG	CA	94565	
26	086-224-024-9	CATALINE FRANCES D	1999 RAILROAD	AVE	PITTSBURG	CA	94565	
27	086-224-025-6	CATALINE FRANCES D	1999 RAILROAD	AVE	PITTSBURG	CA	94565	

*mailing addresses
victory*

*** The information provided here is deemed reliable, but is not guaranteed.

A	APN	Owner 1	M House #	M Str Name	M Str	M City	M St	M Zip
1	086-190-005-8	WILLIAMS ALLEN & INA E	PO BOX 1577			PITTSBURG	CA	94565
2	086-190-006-6	GONZALEZ IRIS MILDRED	620 K	ST		BENICIA	CA	94510
3	086-190-007-4	TALavera VICTORIA L	136 OAK	PL		PITTSBURG	CA	94565
4	086-190-008-2	WALKER LEE EDWARD	142 OAK	PL		PITTSBURG	CA	94565
5	086-190-011-6	RAMIREZ PAMELA L	190 OAK	PL		PITTSBURG	CA	94565
6	086-190-012-4	DIAZ ARLINDA RUBIO	189 OAK	PL		PITTSBURG	CA	94565
7	086-190-013-2	NOTESTINE LARRY	177 OAK	PL		PITTSBURG	CA	94565
8	086-190-014-0	DIZON REGINA MARIA	928 GERLING	CT		GALT	CA	95632
9	086-190-015-7	SILVA TOMASM	5210 TEAKWOOD	DR		OAKLEY	CA	94561
10	086-190-016-5	LABRECQUE JAMES E SR	141 OAK	PL		PITTSBURG	CA	94565
11	086-190-017-3	GONZAGA-NEWELL DEBORAH A	125 OAK	PL		PITTSBURG	CA	94565
12	086-190-018-1	CAPAS ALBERT	115 OAK	PL		PITTSBURG	CA	94565
13	086-190-033-0	RICCABONA MARTIN A & JOANNA F	166 OAK	PL		PITTSBURG	CA	94565

*mailing address
oak st.*

*** The information provided here is deemed reliable, but is not guaranteed.

A	APN	Owner 1	M House #	M Str Name	M Str	M City	M St	M Zip
1	086-221-015-0	ANTHONY MARCIA A				WALNUT CREEK	CA	94598
2	086-221-016-8	GARCIA HUMBERTO & MARTHA	262 BRUNO		AVE	PITTSBURG	CA	94565
3	086-221-017-6	PITTSBURG REDEVELOPMENT AGENCY	65 CIVIC		DR	PITTSBURG	CA	94565
4	086-221-018-4	BRUNO NENO G & MARCELINE	128 AVON		ST	PITTSBURG	CA	94565
5	086-221-019-2	SOLIS RAMONA	136 AVON		ST	PITTSBURG	CA	94565
6	086-221-020-0	MENDEZ LETICIA & SILVIA	144 AVON		ST	PITTSBURG	CA	94565
7	086-221-021-8	BOLDEN YOLANDA FAYE	152 AVON		ST	PITTSBURG	CA	94565
8	086-221-022-6	WALKER ELLEN G	19360 RINALDI		ST	NORTHBRIDGE	CA	91328
9	086-221-023-4	BEST DONALD JOE JR & NANCY KAY	168 AVON		ST	PITTSBURG	CA	94565
10	086-221-024-2	CHAVEZ JOSE HELIODORO	174 AVON		ST	PITTSBURG	CA	94565
11	086-221-025-9	SORNIA ROGELIO & ASUNCION P	180 AVON		ST	PITTSBURG	CA	94565
12	086-221-026-7	GRAY OTTAVIA P & JACK	3855 BROOKSIDE		DR	PITTSBURG	CA	94565
13	086-222-001-9	ZUNIGA JUANA	195 AVON		ST	PITTSBURG	CA	94565
14	086-222-002-7	JOIRET KEN	2006 A		ST	ANTIOCH	CA	94509
15	086-222-003-5	GARCIA CRISTOVAL G & THERSA P	179 AVON		ST	PITTSBURG	CA	94565
16	086-222-004-3	JIMENEZ HELEN S & ANTHONY	173 AVON		ST	PITTSBURG	CA	94565
17	086-223-002-6	WALLACE TYRONE	151 AVON		ST	PITTSBURG	CA	94565
18	086-223-003-4	HARRIS JUDY A	33 KINGSWOOD		DR	PITTSBURG	CA	94565
19	086-223-004-2	SANDERS POWELL II	4004 PALOMAR		DR	PITTSBURG	CA	94565
20	086-223-005-9	HUNT EVA	127 AVON		ST	PITTSBURG	CA	94565
21	086-223-006-7	DEANNUNZIO VINCENT S & ANN R	119 AVON		AVE	PITTSBURG	CA	94565
22	086-223-007-5	GUZMAN ARMANDO	111 AVON		ST	PITTSBURG	CA	94565

*mailing address
Avon St.*

*** The information provided here is deemed reliable, but is not guaranteed.

Mailing List for Copies of Draft Initial Study

Assemblyman Mark DeSaulnier State Capitol Room 4162 Sacramento CA 94249-0001
Assemblyman Mark DeSaulnier District Office 815 Estudillo St. Martinez CA 94553
Senator Tom Torlakson State Capitol Room 4032 Sacramento CA 94249-0001
Senator Tom Torlakson District Office 2801 Concord Blvd. Concord CA 94519
Federal D. Glover Contra Costa Board of Supervisors Contra Costa County Administration Building 651 Pine Street Martinez CA 94553-1229
Honorable Thomas Maddock Presiding Judge Superior Court of California, County of Contra Costa 649 Main St. Martinez CA 94553
Ken Torre Executive Officer Superior Court of California, County of Contra Costa 649 Main St. Martinez CA 94553
Jon Wintermeyer Facilities Manager Superior Court of California, County of Contra Costa 649 Main St. Martinez CA 94553
Warren E. Rupf Sheriff, Contra Costa County Contra Costa County Administration Building 651 Pine Street, 7th Floor Martinez CA 94553-1229
David Coleman

Public Defender
County of Contra Costa
800 Ferry Street
Martinez CA 94553

Lionel Chatman
Chief Probation Officer
Contra Costa Probation Department
50 Douglas Drive, Suite 50
Martinez CA 94553

Robert J. Kochly
District Attorney
County of Contra Costa
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Martinez CA 94553

Dennis M. Barry, AICP
Community Development Director
County of Contra Costa
651 Pine Street, 4th Floor - North Wing
Martinez CA 94553

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Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill CA 94523

Jack Broadbent
Executive Officer
Bay Area Air Quality Management District Office
939 Ellis Street
San Francisco CA 94109

Henry Gardner
Executive Director
Association of Bay Area Governments
P.O. Box 2050
Oakland CA 94604-2050

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland California 94607

Keith Richter - Fire Chief
Contra Costa County Fire Protection
District Administrative Office
2010 Geary Road

Pleasant Hill CA 94523
Mayor Michael Kee City of Pittsburg City Council Pittsburg Civic Center 65 Civic Avenue Pittsburg CA 94565
Vice Mayor William Glynn City of Pittsburg City Council Pittsburg Civic Center 65 Civic Avenue Pittsburg CA 94565
Will Casey City of Pittsburg City Council Pittsburg Civic Center 65 Civic Avenue Pittsburg CA 94565
Nancy Parent City of Pittsburg City Council Pittsburg Civic Center 65 Civic Avenue Pittsburg CA 94565
Ben Johnson City of Pittsburg City Council Pittsburg Civic Center 65 Civic Avenue Pittsburg CA 94565
Marc S. Grisham City Manager City of Pittsburg 65 Civic Avenue Pittsburg CA 94565
Brad Nail Director of Economic Development City of Pittsburg 65 Civic Avenue Pittsburg CA 94565
Joe Sbranti City Engineer City of Pittsburg 65 Civic Avenue Pittsburg CA 94565
Melissa Ayres Director of Planning City of Pittsburg

<p>65 Civic Avenue Pittsburg CA 94565</p>
<p>Leigha Schmidt Assistant Planner City of Pittsburg 65 Civic Avenue Pittsburg CA 94565</p>
<p>Aaron L. Baker Chief of Police City of Pittsburg 65 Civic Avenue Pittsburg CA 94565</p>
<p>Garrett D. Evans Director, Redevelopment Agency City of Pittsburg 65 Civic Avenue Pittsburg CA 94565</p>
<p>Chamber of Commerce City of Pittsburg 485 Railroad Avenue Pittsburg CA 94565</p>
<p>Hispanic Chamber of Commerce P.O. Box 23964 Pleasant Hill CA 94523</p>
<p>Reed McLaughlin, Superintendent Pittsburg Unified School District 2000 Railroad Avenue Pittsburg CA 94565</p>
<p>Contra Costa Public Library Government Documents Librarian 80 Power Ave. Pittsburg CA 94565-3482</p>
<p>Contra Costa Public Library Government Documents Librarian 740 Court St. Martinez CA 94553-1218</p>
<p>Contra Costa Public Library Government Documents Librarian 501 W. 18th St. Antioch CA 94509-2292</p>
<p>Contra Costa Public Library Government Documents Librarian 751 Third St Brentwood CA 94509-2292</p>

Kerry Lyman
Pittsburg Unified School District
2000 Railroad Avenue
Pittsburg CA 94565

Principal
Pittsburg Senior High School
250 School Street
Pittsburg CA 94565

Appendix H
City of Pittsburgh Comment
Letter



City of Pittsburg

Planning Department
Civic Center - 65 Civic Avenue, Pittsburg, CA 94565

RCVD '07 JAN 17

Telephone (925) 252-4920 • FAX: (925) 252-4814

January 16, 2007

Mr. Jerry Ripperda
Administrative Office of the Courts
Northern/Central Regional Office
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833-3509

Mr. Jerry Ripperda:

This letter is in response to the AOC's Notice of Intent to Adopt a Mitigated Negative Declaration and Initial Study that was submitted to the City of Pittsburg Planning Department on December 22, 2006. I understand that the comment period ends on January 17, 2007 therefore these comments should be filed with the AOC within the allotted time period. The following comments are organized by page number, section and paragraph.

Page 9 – Proposed Project – First Paragraph 1

The project site is described as being four acres; however, on Page 34 (paragraph 1), the site is described as a five-acre site. Please confirm and check consistency throughout the document.

Page 9 – Proposed Project – Bullet 1

AOC expects to locate a certain number of parking spaces on parcel 086-010-018, which will be owned by the City of Pittsburg. Please clarify the total number of parking spaces that will be required to meet expected Courthouse parking demand on that parcel considering the total number of on-site and on-street parking spaces along Civic Avenue (mentioned in bullet point no. five on page 68).

Page 30 & 31 – 4.3.a – Air Quality (Last Paragraph)

This section notes that the new building would total about 20,000 additional square feet above the current facility however, the current facility is estimated at 23,900 square feet (page 5), and the new facility is estimated at 73,500 square feet (page 9) for a total additional gross floor area of 49,600 square feet. This section assumes that the courthouse "overall increase is small" with an "associated small increase in vehicle

Response to AOC's Notice of Intent
To Adopt A Mitigated Negative Declaration & Initial Study
January 11, 2007

trips." The total increase in vehicle trips and associated impacts on air quality should be disclosed in the Initial Study in order to make a determination if the impact is potentially significant or not.

Page 31 – 4.3.b – Air Quality (Last Paragraph)

This section states that additional vehicles and potential congestion could increase local CO concentrations at nearby intersections; however, without citing an Air Quality study or additional findings, the paragraph concludes that "Additional vehicles, however, would not have a significant impact on congestion or delay on nearby roadways. Therefore, any CO concentration increase is anticipated to be less than significant." Please provide the evidence that led to this conclusion.

Page 44 – 4.7.c – Hazards and Hazardous Materials (First Paragraph)

Pittsburg High School is located at 250 School Street, approximately 1,100 feet from the proposed site.

Page 47 – 4.8.a – Hydrology and Water Quality (First Paragraph)

As of August 15, 2006, all projects that result in the creation of over 10,000 square feet of impervious surface must show treatment source control measures as set forth in the C.3 Guidebook.

The following comments pertain to Section 4.15 Transportation and Traffic:

Page 59 – First Paragraph

California Avenue should be added to the list of primary roadways serving the courthouse, and bullets should be added for the intersections of California Avenue/SR4 WB off-ramp and California Avenue/Harbor Street. Motorists traveling WB on SR4 must travel on/through these facilities to access the courthouse.

Page 63 – Second Paragraph

Incorrectly states that the City's standard (i.e. threshold) for traffic impact analysis is the same as CCTA's (100-pk.hr.trips). In fact the City's General Plan (GP) Policy 3-P-9 requires a "City-lead traffic impact study for all development projects expected to generate more than 50 peak-hour vehicle trips." However, a General Plan amendment increasing the standard to more than 100 peak-hour trips, which is consistent with CCTA standards, will be considered by the end of January 2007.

Page 63 – Third Paragraph

Incorrectly states that Railroad Ave./ SR 4 ramp intersections have LOS E as the poorest acceptable peak hour operation allowed by Pittsburg General Plan policy (page 7-7) and Measure C. The poorest LOS allowed at these intersections is D or better (< 85% capacity) per Measure C requirements.

Response to AOC's Notice of Intent
To Adopt A Mitigated Negative Declaration & Initial Study
January 11, 2007

Page 64 – Last Paragraph

The document states that the project would generate, at most, a 30% increase in courthouse traffic, yet the new courthouse's GFA is proposed to be more than triple the existing courthouse.

The courthouse expansion development project is expected to increase the existing courthouse gross floor area by 49,600 sf (73,500 sf – 23,900 sf). ITE's published trip generation rate for Land Use Code 730, Govt. Office Bldg., is 5.88 peak hour trips per 1000 square feet GFA (weekday a.m. peak hour of adjacent street traffic). Using this rate, the courthouse expansion is projected to generate 292 net new peak hour trips (5.88 x 49.6), and a traffic impact study is necessary to meet City and Measure C requirements.

Assuming a 30% increase in trips due to the courthouse expansion is appropriate for analyzing traffic impacts; then, using Table 4.15-2, Traffic Counts of Courthouse Traffic, there would be $211 + 83 = 294$ trips generated in the peak hour of the project, from 8 a.m. to 9 a.m.

Please note that any Traffic Study prepared for the project must follow CCTA protocol and format. Please contact Martin Englemann or Brad Beck at CCTA at 925-407-0121 to obtain more information to ensure that the Traffic Study meets CCTA standards. We look forward to seeing these issues corrected and addressed in any future documents pertaining to this project. If you have any questions or issues that you would like to discuss in regard to the comments above, please contact me at 925-252-4015 or via email at lschmidt@ci.pittsburg.ca.us.

Sincerely,


Leigha Schmidt
Assistant Planner

cc. Melissa Ayres, Planning Director
Paul Reinders, Senior Traffic Engineer
Kerry Lyman, Redevelopment Project Manager