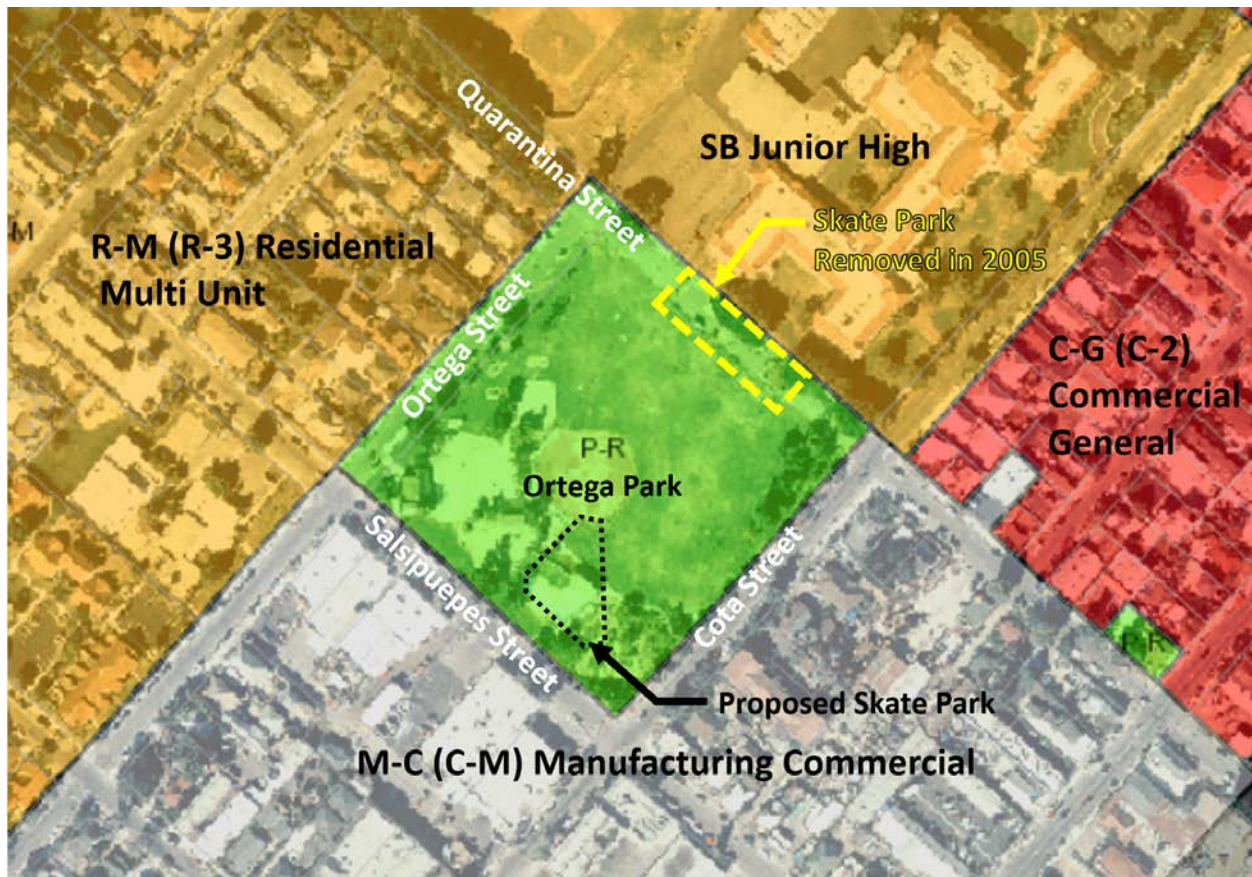


Noise Analysis of Proposed Skate Park

Ortega Park Santa Barbara, CA

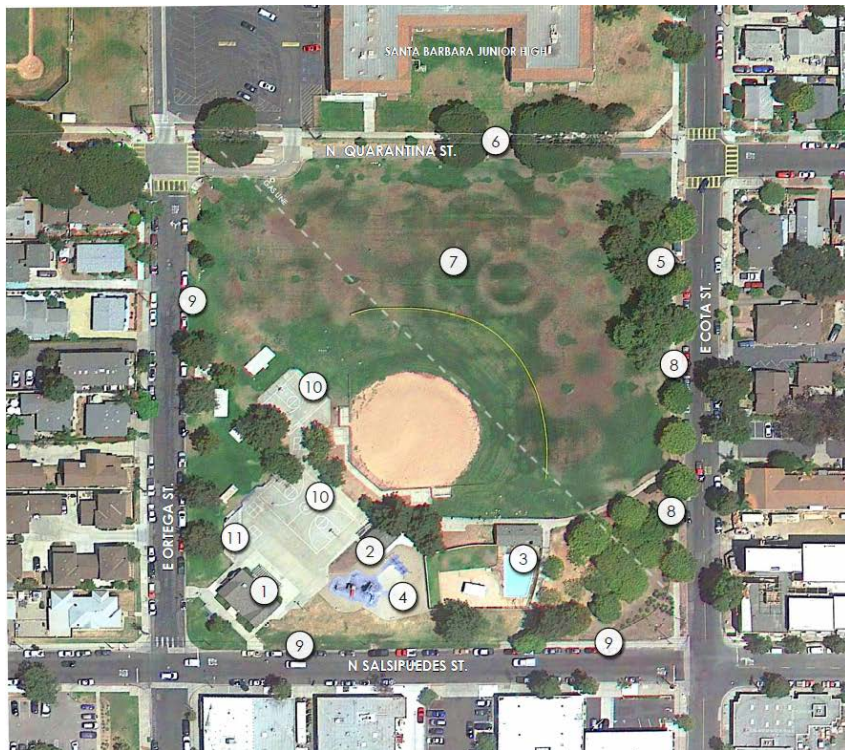


Zoning Map

Ortega Park Noise Analysis of Proposed Skate Park

July 16, 2020

Page 2 of 6



EXISTING SITE ELEMENTS

EXISTING SITE ELEMENTS

- 1 WELCOME HOUSE AND COMMUNITY ROOM
- 2 PARK RESTROOM
- 3 POOL FACILITY
- 4 PLAYGROUND
- 5 CANOPY TREES WITH LAWN
- 6 BIKE PATH
- 7 ATHLETIC FIELD
- 8 PARKWAY & STREET TREES
- 9 PARALLEL PARKING WITH PARTIAL OR NO SIDEWALK
- 10 BASKETBALL COURT
- 11 STAGE



PROPOSED SITE ELEMENTS

- A PARK ENTRIES & PARKING IMPROVEMENTS
- B POOL AREA & WELCOME HOUSE
- C MULTI-SPORT FIELD AREA
- D MULTI-GENERATIONAL ACTIVITY ZONE & COTA STREET PROMENADE
- E SKATE PARK
- F PLAYGROUND, FAMILY PICNIC AREA & OPEN LAWN SEATING

Project Description:

The project consists of the Ortega Park Master Plan, including a new swimming pool, wading pool, water slide, skate park, splash pad, sport courts, shade trellis, sports field with synthetic turf, ping pong tables, corn hole, and buildings for restrooms and maintenance. Site improvements such as fencing, parking, landscaping, dumpsters and related enclosures, and walkways are also proposed. The park is considered a Community Park (except the ballfields and related facilities), a Sports Facility (for the ballfields and related facilities only), and a Community Building (the Welcome House) per City Council Resolution 17-074. The parcel is zoned P-R, with a General Plan designation of Parks and Open Space.

Existing Setting:

Off-Site Noise Sources

The primary source of noise around the project site is traffic on Cota Street. This street is not a main day and night arterial like Haley Street measuring at 60-65 dBA Ldn (Day Night Sound Level); however, it is well used during the day, especially during the school year. Typical vehicle pass by noise levels range from 60 -70 dBA at 50 feet. Trucks, buses, and motorcycles produce peak levels 5 to 15 dBA higher on pass by. The adjacent Santa Barbara Junior High can create noise at the start and end of the school day, and when the bell rings as student switch classes. There is also typical noises from lawn care equipment, garbage pickup, and animals that is sporadic.

On-Site Noise Sources

The existing park includes several recreational uses including a ballfield, multi-use turf fields, basketball court (full and half court), small pool and aquatics building, playground rated for 5 to 12 year olds, restroom building, small amphitheater reservable community building with indoor kitchen and two outdoor picnic areas.

There was a 9,500 sq. ft. skate park permitted and constructed in 1997. It was located mid-block on Quarantina Street, constructed above grade with plywood and steel. As noted in the correspondence from stakepark.com designer Zachary Worhoudt, above grade wood and metal ramp skate parks on asphalt generate a significant amount of noise. With the 1997 skate park so close the two-story junior high the sound could have reverberated as well. However, concrete skate parks do not generate much noise and the activity in general is quite compared to other types of recreational facilities like basket, etc. The 1997 skate park was 245 feet from multi-family residential on Ortega Street. Intended to serve the community for a short period of time in was removed in 2005.

Each of these uses create a source of noise.

Sensitive Receptor Locations and Descriptions

The sensitive receptor closest to noise generated by the project include multi-family housing across Ortega Street and mixed-use housing across Cota Street. The closest Residential Multi-Unit's property line on Ortega Street is **300** feet from the skate park. The 1997 Skate Park was less than 200 feet from the same multi-family house. The Mixed-use project on the corner of Cota and Salsipuedes Street zoned Manufacturing Commercial is

150 feet the proposed skate park. This study investigates the extent to which the nearest receptors could be impacted by noise generated by the skate park.

Potential Project Noise Impacts:

The current and past recreational amenities are very similar to the proposed amenities that include a multi-use artificial turf field, basketball court, bocce ball and corn hole court, ping pong table, aquatics building and pool, splash pad, playground rated for 5 to 12 year olds, restroom building, and skate park. The park will be fenced and have designated operating hours of 8 am to ½ hour after sunset. Any after-hours use of the park will be by Parks and Recreation permit only.

Skate Park

The expected noise levels associated with a skateboard park were estimated using measured data from two other skate parks. Measurements at one of the skate parks (Derby Park in Santa Cruz, which is surrounded on three sides by buildings and fences that created reverberation) were taken while 10 to 20 skaters were present at distances of 120 feet and 130 feet. Measurements at the other skate park (Santa Rosa Skate Park, which is a much larger skateboard park located in an open space area) were taken while 20 to 30 skaters were present at the same distances as taken at Derby Park. The Santa Rosa noise levels were consistently 4 dB lower than Derby Park, which is likely due to reverberation effects at Derby Park and differences in the skating surfaces. The Santa Rosa track is believed to have a smoother surface than Derby Park, as the rolling noise at Santa Rosa was inaudible at 120 feet, and noise produced by rolling is strongly dependent on the roughness of the rolling surface. The skate park noise data used for Ortega Park were averages of measurements collected on the two example skate parks.

The design of the proposed skate park will limit noise generated while in use. Fifty percent of the structure will be 3 feet to 6 feet below grade, and the other half will be at grade. The concrete is specified to have a hand trowel finish which is a very smooth finish with virtually no noise generating from it. It should be noted due to its proposed size of 12,300 square feet, the skate park designer and consultant for Ortega Park anticipated that only 12 skaters will be actively using the park at one time.

Measured Ldn Noise Levels (dB)

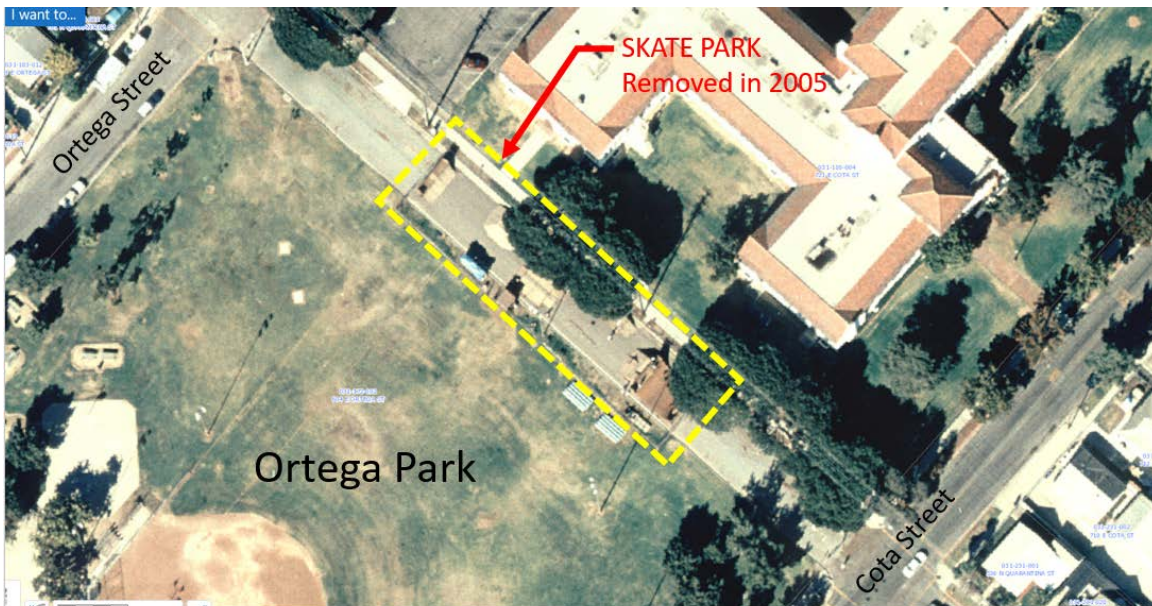
Measurement Distance	Skating L_{dn}
340 feet	43
195 feet	48
335 feet	44
630 feet	38
455 feet	36

Source: Wilson, Ihrig & Associates, Inc., June 2009.

Ortega Park Noise Analysis of Proposed Skate Park

July 16, 2020

Page 5 of 6



1999 Aerial Photo Enlarged View of Skate Park



1999 Aerial Photo of Skate Park

Conclusion:

Typical noise levels associated with a concrete below grade skate park are approximately 48 dB Ldn at a distance 195 feet. The primary noise produced by a skate park is strongly dependent on the roughness of the rolling surface. The closest Residential Multi-Unit on Ortega Street is **300** feet from the property line to the skate park and the approximate noise would be 44 dB Ldn (see Estimating Sound Levels With the Inverse Square Law below). The Mixed-use project on the corner of Cota and Salsipuedes Street is **150** feet from the proposed skate park and the approximate noise would be 50.2 dB Ldn.

The CEQA Guidelines define a project-level impact as being significant if it “[...] increases substantially the ambient noise levels for adjoining areas.” The typical traffic noise and existing site amenities have a higher noise level than the proposed skate park.

Given the design of the proposed skate park with concrete specified to have a very smooth hand trowel finish, the assessment of existing ambient noise at the site, the distance from surrounding uses, and the hours of operation (8am to a ½ hour after sunset or with Department permit), the proposed skate park is not going to create noise impacts.

<http://hyperphysics.phy-astr.gsu.edu/hbase/Acoustic/isprob2.html#c1>

Estimating Sound Levels With the Inverse Square Law

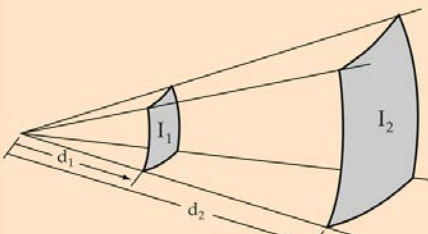
In the real world, the inverse square law is always an idealization because it assumes exactly equal sound propagation in all directions. If there are reflective surfaces in the sound field, then reflected sounds will add to the directed sound and you will get more sound at a field location than the inverse square law predicts. If there are barriers between the source and the point of measurement, you may get less than the inverse square law predicts. Nevertheless, the inverse square law is the logical first estimate of the sound you would get at a distant point in a reasonably open area.

If you measure a sound level $I_1 = 48$ dB at distance $d_1 = 59.436$ m = 195 ft

$$\frac{I_2}{I_1} = \left[\frac{d_1}{d_2} \right]^2$$

then at distance $d_2 = 45.72$ m = 150 ft

the inverse square law predicts a sound level $I_2 = 50.27886$ dB



Estimating Sound Levels With the Inverse Square Law

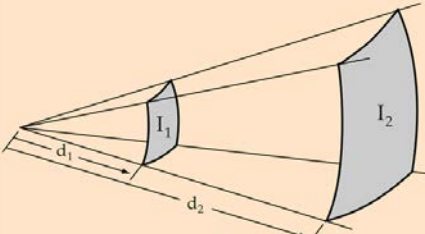
In the real world, the inverse square law is always an idealization because it assumes exactly equal sound propagation in all directions. If there are reflective surfaces in the sound field, then reflected sounds will add to the directed sound and you will get more sound at a field location than the inverse square law predicts. If there are barriers between the source and the point of measurement, you may get less than the inverse square law predicts. Nevertheless, the inverse square law is the logical first estimate of the sound you would get at a distant point in a reasonably open area.

If you measure a sound level $I_1 = 48$ dB at distance $d_1 = 59.436$ m = 195 ft

$$\frac{I_2}{I_1} = \left[\frac{d_1}{d_2} \right]^2$$

then at distance $d_2 = 91.44$ m = 300 ft

the inverse square law predicts a sound level $I_2 = 44.25826$ dB



References:

1. Correspondents with SKATEPARKS.com designer
2. Pinole Valley Park Skateboard Park, Initial Study, Raney Planning and Management, Inc, March 2014

Schmitz, Anna K.

From: Schmitz, Anna K.
Sent: Friday, June 19, 2020 8:13 AM
To: 'Jill Zachary'; 'Justin Van Mullem'
Cc: Ferber, Jeffrey C.
Subject: Ortega Park - Skate Park Noise Studies
Attachments: ChanticleerPark_Ns_EIR_SantaCruzCounty_DrB.pdf; Pinole Intial Study pg 43.pdf; Hall Property Community Park Draft EIR.pdf

Hi Jill and Justin,

Please find attached noise impact studies from Zach and his response to our inquiry in thread below.

These include analysis on the following projects:

- Chanticleer Park
- Pinole Valley Skate Park
- Hall Property Community Park

Thank you!



ANNA SCHMITZ, ASLA

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San Luis Obispo, CA 93401
(805) 748-9395 Cell
(805) 543-1794 Ext. 218
rrmdesign.com

From: Zach Wormhoudt <zach@skateparks.com>
Sent: Friday, April 24, 2020 11:10 AM
To: Schmitz, Anna K. <AKSchmitz@rrmdesign.com>
Cc: Ferber, Jeffrey C. <JCFerber@rrmdesign.com>; 'Andres Raygada' <andres@skateparks.com>
Subject: RE: Ortega Skate Park - Amenity Noise

Hi Anna and Jeff,

I have worked on numerous skate park projects that have required acoustical studies as part of the CEQA process. The studies typical review other similar skate parks to the proposed skate park and measure the DBA levels at various distances from the existing skate park. Those recordings are then compared to existing DBA levels at the proposed site and areas where there is concern regarding potential acoustical impacts. So far, every study I am aware of has concluded that there would not be a significant impact from the development of an in-ground concrete skate park. Sometimes the study will include design options that could be implemented to minimize potential sound from the skate park. These options typically include building earth berms or building the skate park below grade (we happen to be predominantly below grade for Ortega Park).

My observation is that people in general assume that skate parks will generate a significant amount of noise. Often this is because people are familiar with a neighborhood ramp (wood, metal, etc. / above ground) and those do generate significant noise. However, concrete skate parks do not generate much noise and the activity in general is quite compared to other types of recreational facilities like basketball, etc.

Let me know if you have any questions. I can potentially send some acoustical studies from other projects for reference.

Zachary Wormhoudt
Principal Landscape Architect



849 Almar Avenue, Suite 280 | Santa Cruz, CA 95060
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www.skateparks.com | [Wormhoudt Instagram](#)

CITY OF PINOLE
DEVELOPMENT SERVICES DEPARTMENT



Pinole Valley Park Skateboard Park
Initial Study

March 2014



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INITIAL STUDY

March 2014

A. BACKGROUND

1. Project Title: Pinole Valley Park Skateboard Park
2. Lead Agency Name and Address: City of Pinole
Development Services Department
2131 Pear Street
Pinole, CA 94564
3. Contact Person and Phone Number: Dean Allison
Development Services Director
(510) 724-9017
4. Project Location: Pinole Valley Park
3790 Pinole Valley Road
Pinole, CA 94564
APN 360-200-004
5. Project Sponsor's Name and Address: City of Pinole
2131 Pear Street
Pinole, CA 94564
6. Existing General Plan Designations: Parks and Recreation (PR)
7. Existing Zoning Designation: Parks and Recreation (PR)
8. Project Description Summary: The proposed project consists of the construction of an 8,100 square foot concrete skateboard park and associated infrastructure within the Pinole Valley Park, just south of Pinole Valley Road in the City of Pinole, CA. The project site is adjacent to an existing soccer field and is surrounded by single-family residential to the north across Pinole Valley Road, open space to the south, soccer field to the east, and baseball park to the west.

B. SOURCES

It should be noted that all of the submitted technical reports and modeling results used for the purposes of this analysis are available upon request at the City of Pinole Development Services Department located at 2131 Pear Street, Pinole, California. The following documents are referenced information sources utilized by this analysis:

1. Austin-Foust Associates, Inc. *Center Avenue Skate Park Traffic Analysis*. December 2011.
2. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2011.
3. Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. Adopted September 15, 2010.
4. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
5. California Department of Conservation, Division of Land Resource Protection. *Contra Costa County Important Farmland 2010*. July 2011.
6. California Department of Fish and Wildlife. *California Natural Diversity Database RareFind, Version 5*. Accessed February 2014.
7. California Environmental Protection Agency, Cortese List, <http://www.envirostor.dtsc.ca.gov>, accessed December 7, 2012.
8. City of Pinole. *City of Pinole General Plan Update*. November 2010.
9. City of Pinole. *City of Pinole General Plan Update Background Report, Chapter V: Traffic and Circulation Background*. September 2007. Available at: <http://www.ci.pinole.ca.us/planning/genplan/documents.html#GeneralPlanBackgroundDocuments>. Accessed February 2014.
10. City of Pinole. *City of Pinole General Plan Update Draft Environmental Impact Report*. July 2010.
11. City of Pinole. *City of Pinole General Plan Update Final Environmental Impact Report*. September 2010.
12. City of Pinole. *Pinole, CA Municipal Code*. December 4, 2012.
13. Cunha Engineering, Inc. Personal communications with Vincent Cunha, PE, PLS. February 19, 2014.
14. ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User's Guide Version 2013.2*. July 2013.
15. Foundation for Educational Development, Inc., California State College, Sonoma (Peter Banks, David A. Fredrickson). *An Archaeological Investigation of the Pinole Valley Park Project, Contra Costa County, California*. February 1977.
16. Holman & Associates. *Preliminary Results of Archaeological Site Indexing at Pinole Valley Park (CA-CCO-356), Pinole, California*. September 25, 2001.
17. Federal Emergency Management Agency. Flood Insurance Rate Map, City of Pinole, California, Contra Costa County, Community Panel Number 06013C0232F.
18. Tom Origer & Associates. *A Cultural Resources Study for the Pinole Skateboard Park Project*. February 4, 2014.
19. U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: <http://websoilsurvey.nrcs.usda.gov/app/>. Accessed February 2014.
20. Wilson, Ihrig & Associates, Inc. *Noise Assessment*. June 16, 2009.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Less Than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forest Resources | ☐ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☐ Geology and Soils |
| ☐ Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials | ☐ Hydrology and Water Quality |
| ☐ Land Use and Planning | ☐ Mineral Resources | ☐ Noise |
| ☐ Population and Housing | ☐ Public Services | ☐ Recreation |
| ☐ Transportation and Circulation | ☐ Utilities and Service Systems | ☐ Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this initial study:

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

Signature

Dean Allison, Development Services Director
Printed Name

Date

City of Pinole
For

E. BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the Pinole Valley Park Skateboard Park project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. If the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures that should be applied to the project are prescribed.

The City of Pinole's current General Plan and associated General Plan Environmental Impact Report (EIR) was adopted in 2010. The City of Pinole General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*). The City of Pinole General Plan EIR analyzed full implementation of the City of Pinole General Plan and identified measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan. The environmental setting and impact discussion for each section of this Initial Study have been largely based on information in the City of Pinole General Plan and General Plan EIR.

The mitigation measures prescribed for environmental effects described in this Initial Study will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring and Reporting Program (MMRP) for the project in conjunction with approval of the project.

F. PROJECT DESCRIPTION

The proposed project site is located within Pinole Valley Park in the southwestern portion of the City of Pinole, Contra Costa County, California (see Figure 1, Regional Project Location). The project site is primarily an undeveloped slightly sloped area located immediately adjacent to the west of an existing soccer field and associated parking lot (see Figure 2, Project Vicinity Map). An existing baseball diamond and associated parking lot is located to the north and west. Open space associated with the remainder of Pinole Valley Park surrounds the project site to the south. Pinole Creek and associated vegetation, as well as Adobe Road further south, run in an east-west direction to the south of the site, and an unnamed tributary and associated vegetation is located to the west of the site. To the north of the proposed site across Pinole Valley Road is existing single-family residential development.

The proposed project would consist of the construction of an 8,100-square-foot concrete skateboard park and associated infrastructure, including a light and security camera pole. A utility trench would be required to connect to existing lines along Pinole Valley Road for the proposed on-site light and security camera. The skateboard park would include a variety of obstacles including, but not limited to, a mini ramp, ledges, stairs, and rails. In addition, a connection sidewalk would be located along the eastern boundary of the proposed skateboard park (i.e., along the western boundary of the existing soccer field). Figure 3 presents the proposed project site plan.

Figure 1
Regional Project Location

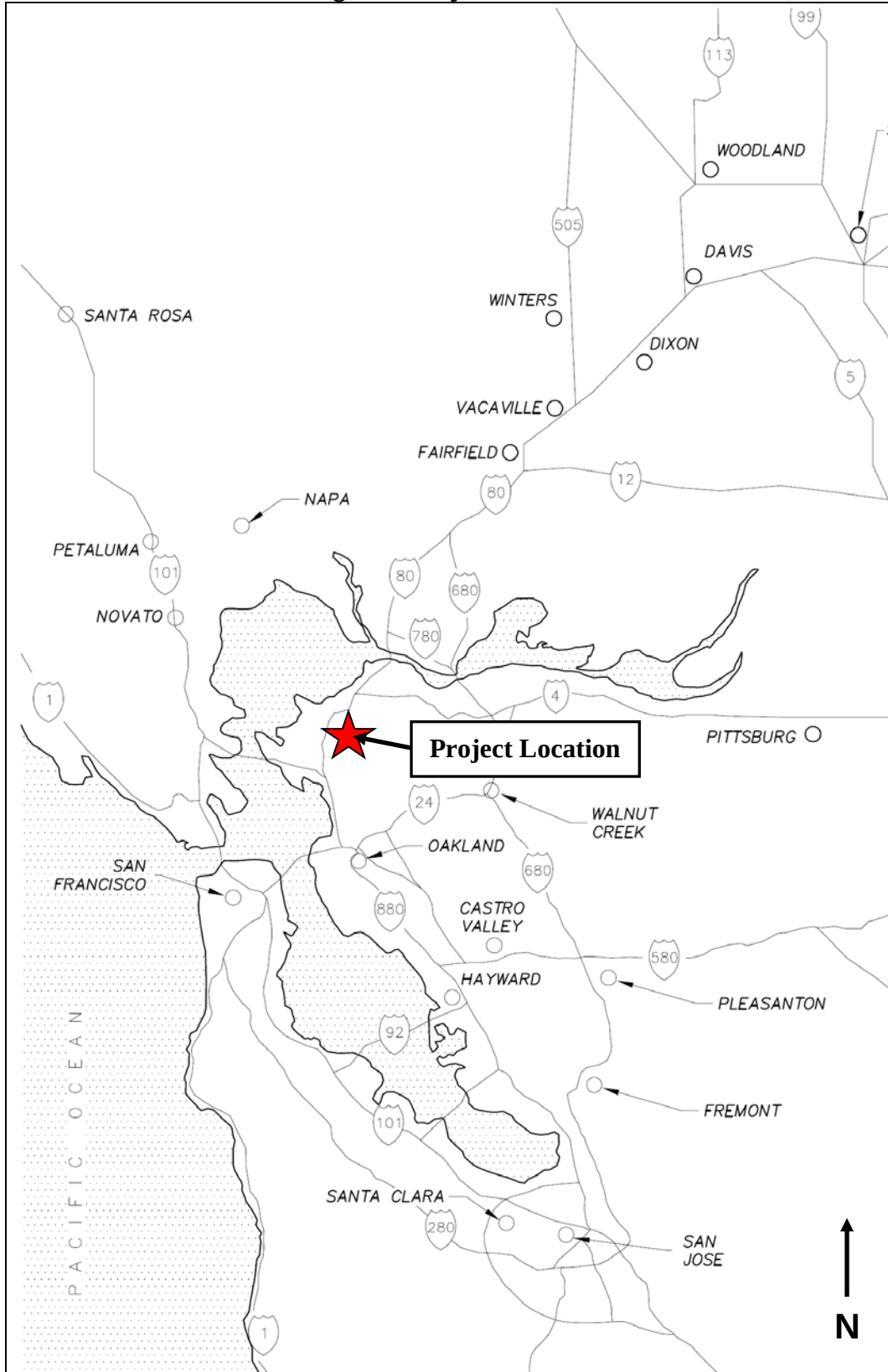
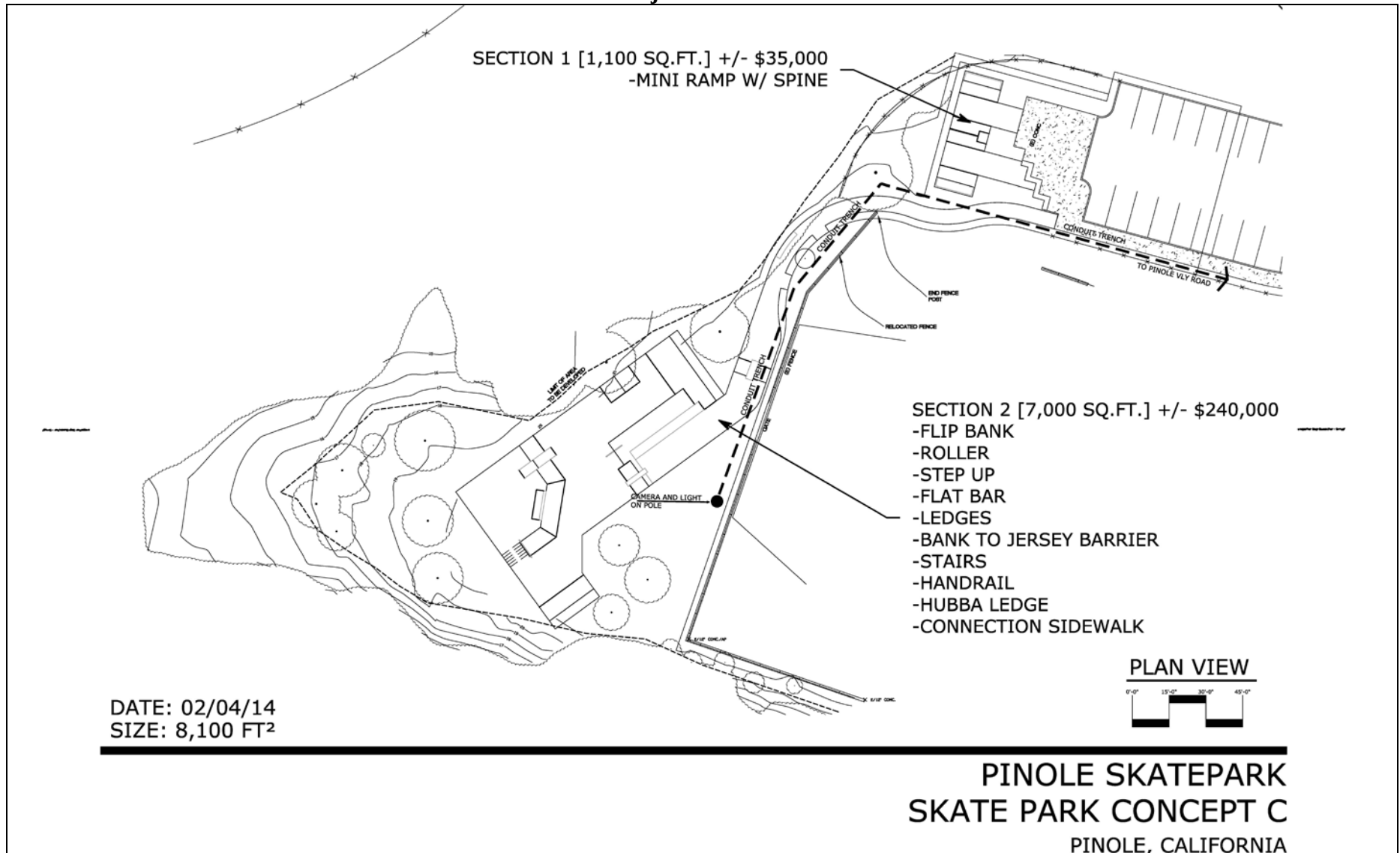


Figure 2
Project Vicinity Map



Figure 3
Project Site Plan



Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the City of Pinole: approval of the Initial Study, adoption of the Mitigation Monitoring and Reporting Program, and approval of a design review request for the skateboard park project.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 which would adversely affect day or nighttime views in the area?	☐	☐	✗	☐

Discussion

- a. According to the City of Pinole General Plan Update, officially designated scenic vistas do not exist within the City's planning area. The General Plan Update does consider scenic views of the bay and the surrounding city that can be seen from certain points along the City's ridgelines to be important. Figure 10.4, Pinole Visual Resources, of the City's General Plan Update shows the sensitive view protection corridors. Policies are included that would reduce impacts to such views through development requirements. The project site is not located in a view protection corridor or along an existing ridgeline, nor would the project block any views of the bay or surrounding city. Therefore, the proposed project's impact associated with a scenic vista would be considered ***less than significant***.
- b. According to the City of Pinole General Plan Update, officially designated State scenic highways or highways that are eligible for such designation by the California Department of Transportation Scenic Highways Program do not exist within the City's planning area. In addition, the proposed project has been designed to avoid removal of any existing on-site trees; therefore, development of the proposed project would not damage any trees or other scenic resources. Overall, the proposed project's impacts associated with damage of scenic resources within a State scenic highway would be ***less than significant***.
- c. The proposed project site is primarily an undeveloped area within Pinole Valley Park, and is bounded by open space to the west and south, an existing baseball diamond and associated parking lot to the north and west, and an existing soccer field and associated parking lot to the west. The project site may be partially visible from travelers along Pinole Valley Road or the existing residences to the north. However, the site would be located further from such views and would be mostly obstructed from such views by the existing soccer field, baseball diamond, and associated parking lots, as well as the vegetation associated with the unnamed tributary to the west. In addition, the proposed project would be consistent with the recreational facilities anticipated for the Pinole Valley Park and would be compatible with the existing visual character and quality of the

project area. Therefore, the proposed project would not be expected to substantially degrade the existing visual character or quality of the site or its surroundings, and impacts would be considered ***less than significant***.

- d. The proposed project would include the installation of one light pole and security camera. The proposed lighting would comply with Chapter 17.46 of the Pinole Municipal Code, particularly Section 17.46.050, including, but not limited to, the following requirements:
- Be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution;
 - Illuminate at the minimum level necessary for safety and security and to avoid the harsh contrasts in lighting levels between the project site and adjacent properties. Illumination requirements applicable to the proposed project are as follows:
 - Public, civic, and religious buildings are permitted to be fully illuminated during hours of operation. After hours of operation, lighting may be dimmed or turned off such that only lighting essential of security or safety shall be maintained.
 - For Sports Fields/Outdoor Activity Areas, where playing fields or other specialty activity areas are to be illuminated, lighting fixtures shall be mounted, aimed, and shielded so that the light falls within the primary playing area and no significant off-site light trespass is produced. Additionally, the lights shall be turned off within one (1) hour after the end of the event.
 - The maximum height of freestanding outdoor light fixtures abutting residential development shall be 18 feet. Otherwise, the maximum height for freestanding outdoor light structures shall be 24 feet. Height shall be measured from the finish grade, inclusive of the pedestal, to the top of the fixture.

In addition to compliance with the City's Municipal Code, as discussed above, the proposed project site would be located further from, and would be mostly obstructed from, views from Pinole Valley Road and nearby residences by the existing soccer field, baseball diamond, and associated parking lots, as well as the vegetation associated with the unnamed tributary to the west. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be ***less than significant***.

II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✗
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✗
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✗
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✗
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	☐	☐	☐	✗

Discussion

- a,e. According to the City's General Plan Update EIR, agricultural operations are not in existence within the City's planning area. Accordingly, impacts to agricultural resources associated with buildout of the entire General Plan were not analyzed in the General Plan EIR, as preliminary evaluation determined such impacts to be less than significant. In addition, the project site is designated Other Land on the Contra Costa County Important Farmland 2010 map. The City's General Plan designates the site as Parks and Recreation, and the site is zoned similarly. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and **no impact** would occur.
- b. The project area is not under any Williamson Act contract and the area is zoned for parks and recreation. The site is not zoned for agricultural uses. Therefore, because buildout of the proposed project would not conflict with a Williamson Act contract or existing zoning for agriculture, the project would result in **no impact**.
- c,d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have **no impact** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
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?	☐	☐	✗	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	✗	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✗	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	✗	☐

Discussion

- a. The City of Pinole is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area, and located in the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB is currently designated as a nonattainment area for State and federal ozone, State and federal particulate matter 2.5 microns in diameter (PM_{2.5}), and State particulate matter 10 microns in diameter (PM₁₀) standards. In compliance with regulations, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the air quality standards, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which is a proposed revision to the Bay Area part of the State Implementation Plan (SIP) to achieve the federal ozone standard. The plan was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the U.S. Environmental Protection Agency (USEPA) on November 30, 2001 for review and approval as a revision to the SIP. In addition, in order to fulfill federal air quality planning requirements, the BAAQMD adopted a PM_{2.5} emissions inventory for the year 2010, which was submitted to the USEPA on January 14, 2013 for inclusion in the SIP.

The most recent State ozone plan is the 2010 Clean Air Plan (CAP), adopted on September 15, 2010. The 2010 CAP was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although the California Clean Air Act does not

require the region to submit a plan for achieving the State PM₁₀ standard, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2010 CAP. The control strategy serves as the backbone of the BAAQMD's current PM control program. The 2010 Plan defined a comprehensive control strategy including 55 control measures to reduce emissions of PM and other air pollutants from a wide variety of emission sources. As these measures are implemented, emissions of primary PM and precursors to the formation of secondary PM would be reduced throughout the Bay Area. It should be noted that on January 9, 2013, the USEPA issued a final rule to determine that the San Francisco Bay Area has attained the 24-hour PM_{2.5} federal standard, which suspends federal SIP planning requirements for the Bay Area.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures (TCMs) to be implemented in the region to attain the State and federal standards within the SFBAAB. The plans are based on population and employment projections provided by local governments, usually developed as part of the General Plan update process. The proposed project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the growth assumptions in the plans, in terms of population, employment, or regional growth in Vehicle Miles Traveled (VMT), which are based on ABAG projections that are, in turn, based on the City's General Plan. The proposed project would be located on an existing park site that is designated for parks and recreation. A General Plan amendment or zone change is not proposed for the project, and the project would be consistent with the intended uses on the overall park site. In addition, the proposed project would not involve any increase in population, employment, or significant VMT levels in the area. As such, the project would be considered consistent with the growth assumptions of the applicable air quality plans.

In addition, as presented in the sections below, the project would not exceed the applicable thresholds of significance for any pollutant and would not result in emissions that substantially contribute to the nonattainment designations of PM or ozone for the area. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, and a ***less-than-significant*** impact would result.

- b-c. According to the California Environmental Quality Act (CEQA) Guidelines, an air quality impact may be considered significant if the proposed project's implementation would result in, or potentially result in, conditions, which violate any existing local, State or federal air quality regulations. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants designated as nonattainment in the area, the BAAQMD has established significance thresholds associated with development projects for emissions of reactive organic gases (ROG), nitrogen oxide (NO_x), PM₁₀, and PM_{2.5}. The BAAQMD's significance thresholds, expressed in pounds per day (lbs/day) for project-level and tons per year (tons/yr) for cumulative, listed in Table 1, are recommended for use in the evaluation of air quality impacts associated with proposed development projects.

Table 1 BAAQMD Thresholds of Significance			
Pollutant	Construction (lbs/day)	Operational (lbs/day)	Cumulative (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82	82	15
PM _{2.5}	54	54	10
<i>Source: BAAQMD, CEQA Guidelines, May 2011.</i>			

In addition, the BAAQMD identifies screening criteria for development projects, which provide a conservative indication of whether a development could result in potentially significant air quality impacts. If all of the screening criteria are met by a project, a detailed air quality assessment of that project's air pollutant emissions would not be required. The screening criteria for a city park development are if the development is less than or equal to the following screening level sizes:

- 2613 acres for operational criteria pollutants;
- 600 acres for operational GHG; or
- 67 acres for construction criteria pollutants.

Accordingly, if a city park development is less than or equal to the screening size for operational or construction criteria pollutants, or for operational GHG, the development would not be expected to result in potentially significant air quality impacts, and a detailed air quality assessment would not be required.

It should be noted that the BAAQMD was challenged in Alameda County Superior Court, on the basis that the BAAQMD failed to comply with CEQA when it adopted its CEQA guidelines, including thresholds of significance. The BAAQMD was ordered to set aside the thresholds and conduct CEQA review of the proposed thresholds. On August 13, 2013, the First District Court of Appeal reversed the trial court's decision striking down BAAQMD's CEQA thresholds of significance for GHG emissions. The Court of Appeal's held that CEQA does not require BAAQMD to prepare an EIR before adopting thresholds of significance to assist in the determination of whether air emissions of proposed projects might be deemed "significant." The Court of Appeal's decision provides the means by which BAAQMD may ultimately reinstate the GHG emissions thresholds, though the court's decision does not become immediately effective. It should be further noted that a petition for review has been filed; however, the court has limited review to the following issue: Under what circumstances, if any, does CEQA require an analysis of how existing environmental conditions will impact future residents or users (receptors) of a proposed project? Ultimately, the thresholds of significance used to evaluate proposed developments are determined by the CEQA lead agency, which would be the City of Pinole for the proposed project. Per CEQA Guidelines Section 15064.7, the City has elected to use the BAAQMD's thresholds and methodology for this project, as they are based on substantial evidence and remain the most up-to-date, scientifically-based method available to evaluate air quality impacts. Thus, the BAAQMD's thresholds of significance presented in Table 1, and the screening criteria, are utilized for this analysis.

The proposed project is only an 8,100-square-foot portion of the much larger 197-acre Pinole Valley Park. As such, according to the BAAQMD screening criteria, the proposed project is not expected to result in any criteria pollutant emissions in excess of applicable standards or thresholds of significance. Nonetheless, the project's construction and operational emissions have been estimated for disclosure purposes. The proposed project's emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2013.2.2.¹ Results of the CalEEMod modeling are expressed in lbs/day for construction and operational emissions, and in tons/yr for cumulative emissions, which allows for comparison between the model results and the BAAQMD significance thresholds. All modeling results are provided in Appendix A.

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers' commute, and construction material hauling during construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and in the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a nonattainment area for ozone and PM.

Utilizing CalEEMod, the proposed project's construction-related criteria air pollutant emissions were estimated and are presented in Table 2 below.

Table 2		
Maximum Unmitigated Project Construction Emissions		
Pollutant	Project Emissions (lbs/day)	BAAQMD Significance Threshold (lbs/day)
ROG	1.54	54.0
NO_x	14.99	54.0
PM₁₀	1.78	82.0
PM_{2.5}	1.33	54.0
<i>Source: CalEEMod, February 2014 (See Appendix A).</i>		

¹ CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project- or site-specific data was available, such data was input into the model (e.g., construction phases and timing). Construction was assumed to commence in July 2014, and would involve approximately one month of grading and light earthmoving activities and three months of construction including laying the concrete. A list of anticipated pieces of equipment necessary for construction was provided by Cunha Engineering, Inc. Further details regarding the modeling assumptions can be viewed in the CalEEMod outputs included in Appendix A.

As anticipated based on the BAAQMD screening criteria and as shown in the table, the proposed project's construction-related emissions would be well below the applicable thresholds of significance. It should be noted that the project would be required to comply with all BAAQMD rules and regulations for construction, including implementation of the BAAQMD's recommended Basic Construction Mitigation Measures. The Basic Construction Mitigation Measures include, but are not limited to, watering exposed surfaces, covering all haul truck loads, removing all visible mud or dirt track-out, limiting vehicle speeds on unpaved roads, and minimizing idling time. Because the proposed project would not exceed the applicable thresholds of significance, the project would not violate construction-related air quality standards or contribute to the area's nonattainment status of ozone or PM, and impacts associated with construction-related emissions would be considered less than significant.

Operational Emissions

The proposed project would not involve any stationary sources of emissions. Day-to-day activities such as future users' vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions could also occur from area sources such as landscape maintenance equipment exhaust during maintenance of the area.

Utilizing CalEEMod and assuming the model defaults for a city park land use type, the proposed project's operational criteria air pollutant emissions were estimated and are presented in Table 3 below. As anticipated based on the BAAQMD screening criteria and as shown in the table, the proposed project's operational emissions would be well below the applicable thresholds of significance. Therefore, the proposed project would not violate operational air quality standards or contribute to the area's nonattainment status of ozone or PM, and impacts associated with operational emissions would be considered less than significant.

Table 3		
Unmitigated Project Operational Emissions		
Pollutant	Project Emissions (lbs/day)	BAAQMD Significance Threshold (lbs/day)
ROG	0.5150	54.0
NO_x	0.6679	54.0
PM₁₀	0.3459	82.0
PM_{2.5}	0.0992	54.0
<i>Source: CalEEMod, February 2014 (See Appendix A).</i>		

Cumulative Emissions

The long-term emissions associated with operation of the proposed project in conjunction with other existing or planned development in the area would incrementally contribute to the region's air quality. In order to determine the proposed project's cumulative contribution to regional air quality, the City, as lead agency, has chosen to utilize the BAAQMD's cumulative thresholds as presented in Table 1. The proposed project's

contribution to cumulative emissions of criteria air pollutants were calculated using CalEEMod and are presented in Table 4 below. As shown in the table, the proposed project's unmitigated cumulative emissions would be below the applicable cumulative thresholds of significance. Therefore, the proposed project's incremental contribution to cumulative air quality impacts would be considered less than significant.

Table 4 Unmitigated Project Cumulative Emissions		
Pollutant	Project Emissions (tons/yr)	BAAQMD Significance Threshold (tons/yr)
ROG	0.0927	10
NO_x	0.1297	10
PM₁₀	0.0606	15
PM_{2.5}	0.0175	10
<i>Source: CalEEMod, February 2014 (See Appendix A).</i>		

Conclusion

As presented and discussed above, the proposed project would result in construction-related and operational emissions well below the applicable thresholds of significance. Therefore, the project would not violate air quality standards or contribute to the region's nonattainment status of ozone or PM, and impacts would be considered ***less than significant***.

- d. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Land uses associated with sensitive receptor groups, include: residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The proposed project is located on an existing park site and is bounded by open space to the south and west, and an existing soccer field, baseball diamond, and associated parking lots to the north and east. The nearest sensitive receptor would be located in the residential area in the extended vicinity of the project, approximately 170 feet north of the project site, opposite Pinole Valley Road.

Emissions of carbon monoxide (CO) are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO emissions are particularly related to traffic levels. The proposed project would not be expected to result in a substantial increase in vehicle trips in the area, and would be consistent with what has been anticipated for the site, as the project is consistent with the land use and zoning designation and surrounding uses. Applying the default trip rate of 1.59 trips per acre of city park land use per day utilized in the CalEEMod software to the project site's 8,100 square feet (approximately 0.186 acres), the proposed project would result in less than one additional average daily trip. Thus, the proposed project would not result in a substantial increase in traffic volumes in the area and, similarly, would not result in a substantial increase in levels of CO at surrounding

intersections. Consequently, the project would not generate localized concentrations of CO in excess of applicable standards.

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

The proposed project site is not located near any existing sources of TACs (i.e., high volume freeways, rail yards, stationary diesel engines, or facilities attracting heavy and constant diesel vehicle traffic such as warehouse distribution centers). In addition, the proposed project would not involve any operations that would involve or potentially result in the generation of TACs. However, during construction of the proposed project, various diesel-powered vehicles and equipment would be in use on the site. Emissions from diesel powered construction equipment on the site would be temporary and spread over the site and would not affect any specific receptor for any length of time.

The temporary nature of DPM is a result of the fact that project construction is limited in extent and would not be expected to occur more than one construction season. Furthermore, the federal government and BAAQMD have established regulations governing the emissions of off-road construction vehicles with the intent of reducing emissions over time. All construction vehicles would be required to comply with the applicable regulations. Overall, due to the site's location relative to the nearest sensitive receptor and the duration and temporary nature of the construction phase, emissions of DPM associated with construction emissions would not be substantial enough to cause health effects.

For the aforementioned reasons, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be ***less than significant***.

- e. The proposed project may cause temporary odors from diesel exhaust during construction. However, these odors would cease after construction is completed. The proposed project does not involve any operations that could generate odors. The project site is bounded by open space to the west and south and Pinole Valley Road to the north and east. Sensitive receptors are not located in the immediate vicinity of the project site. The nearest sensitive receptor, which would be located in the residential area in the extended vicinity of the project, would be over approximately 170 feet from the project site. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be considered ***less than significant***.

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
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, and 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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✗	☐
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 Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✗

Discussion

- a. The proposed project site is primarily made up of ruderal vegetation with a few scattered trees, which would not be removed during construction. Immediately adjacent to the site to the east is an existing soccer field and associated parking lot. The site was previously disturbed and covered with imported soils in association with development of the adjacent soccer field. An existing baseball diamond and associated parking lot is located further north/northwest of the site. Surrounding the site to the south and west is open space associated with the remainder of the Pinole Valley Park, including Pinole Creek to the south and an unnamed tributary to the west. The California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) was utilized to determine the special-status or sensitive plant and wildlife species known to occur within a five-mile radius of the proposed project site. The results of the CNDDDB query indicate

that nine special-status or sensitive plant species and 15 special-status or sensitive wildlife species have been recorded within five miles of the project site.

All of the special-status plants and wildlife species recorded within five miles of the project site occur in specialized habitats that do not occur on the project site, such as chaparral (e.g., Diablo helianthella, Loma Pritea hoita), salt marshes (e.g., California black rail, California clapper rail, San Pablo song sparrow), coastal habitats (e.g., bent-flowered fiddleneck, fragrant fritillary, cackling goose), forests (e.g., western leatherwood, bald eagle), vernal pools (e.g., Contra Costa goldfields), mountains or hills (e.g., pallid manzanita), grasslands (e.g., Santa Cruz tarplant, Alameda whipsnake), or other aquatic habitats (e.g., California red-legged frog, western pond turtle). As stated above, the proposed project site is primarily made up of ruderal vegetation with a few scattered young oak trees, which would not be removed during construction. Dense vegetation does not exist on the site, nor do any waterways including riparian habitat, federally protected wetlands, or other sensitive natural communities. The site has been disturbed and covered with imported soils in association with development of the adjacent soccer field. In addition, the surrounding areas to the east and north/northwest are regularly utilized in association with the soccer field and baseball diamond and associated parking lots. It should be noted that the project site is located near riparian and woodland habitat associated with the remainder of Pinole Valley Park, including Pinole Creek to the south and the unnamed tributary to the west. Such habitat could be considered suitable for some of the special-status plants and wildlife species. However, as the proposed project site has been designed to avoid riparian habitat, has been disturbed, is adjacent to regularly disturbed areas, and does not include vegetation other than ruderal vegetation and a scattering of trees that would remain with implementation of the proposed project, the proposed project site itself would not represent suitable habitat for any of the identified special-status plants and wildlife species.

Due to the regularly utilized nature of the site's surrounding area and lack of suitable on-site habitat for the species identified by the CNDDDB, special-status plant or wildlife species are unlikely to and are not anticipated to occur on the project site. In addition, for the same reasons, as well as due to the size of the project site and the project's maintenance of existing on-site trees, the proposed project is not expected to affect potential breeding, nesting, or foraging wildlife habitat or unique plant populations. Therefore, the proposed project would not 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 CDFW or USFWS. Accordingly, impacts would be ***less than significant***.

- b. Riparian vegetation is considered sensitive. Riparian vegetation functions to control water temperature, regulate nutrient supply, bank stabilization, rate of runoff, wildlife habitat, the release of organic material into streams from surrounding land, release of woody debris which functions as habitat and slow nutrient release, and protection for aquatic organisms. Riparian habitat does not exist on the proposed project site. The nearest riparian habitat is located to the south and west along Pinole Creek and the associated unnamed tributary. Implementation of the proposed project would not involve

any disturbance within the riparian habitat. As such, the proposed project would not affect the riparian habitat or vegetation. In addition, local or regional sensitive habitat types or natural communities regulated by the CDFW or USFWS are not present or associated with the project footprint. The project does not involve removal of any riparian vegetation or sensitive native vegetation. Consequently, the proposed project would not 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 CDFW or USFWS, and impacts would be *less than significant*.

- c. Wetlands or seasonal wetlands generally denote areas where the soil is seasonally saturated and/or inundated by fresh water for a significant portion of the wet season, and then seasonally dry during the dry season. To be classified as "wetland," the duration of saturation and/or inundation must be long enough to cause the soils and vegetation to become altered and adapted to the wetland conditions. Varying degrees of pooling or ponding, and saturation produce different soil and vegetative responses. Such soil and vegetative clues, as well as hydrological features, are used to define the wetland type. Seasonal wetlands typically take the form of shallow depressions and swales that may be intermixed with a variety of upland habitat types. Seasonal wetlands fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE).

The project site is relatively flat with a gradual grade towards the west, allowing natural drainage to the nearby unnamed creek and Pinole Creek. Wetlands, seasonal wetlands, or vernal pools do not exist on the proposed project site and development of the proposed project would not modify the nearby tributary or creek. Further discussion regarding erosion control and water quality is included in Section IX, Hydrology and Water Quality, of this IS/MND. Therefore, the proposed project would not 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, and impacts would be *less than significant*.

- d. Migratory corridors are natural areas interspersed with developed areas and are important for animal movement, increasing genetic variation in plant and animal populations, reduction of population fluctuations, and retention of predators of agricultural pests, and for movement of wildlife and plant populations. Wildlife corridors have been demonstrated to not only increase the range of vertebrates including avifauna between patches of habitat but also facilitate two key plant-animal interactions: pollination and seed dispersal. Corridors also preserve watershed connectivity. Corridor users could be grouped into two types: passage species and corridor dwellers.

Pinole Creek and associated riparian vegetation would be considered a migratory corridor. However, development of the proposed project site would not modify the creek and riparian vegetation in any way. In addition, the site is located adjacent to ample open space to the south and west, which allows ample room for any migratory species to go around the project site. Native habitat, plant, or animal populations would not be significantly reduced with implementation of the project. Therefore, the project would not

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, and impacts would be ***less than significant***.

- e. According to the City Municipal Code Ordinance 2012-03, Tree Protection 17.96.070, protected trees are defined as any native tree with a single perennial stem of 12 inches or larger in circumference measured four and a half feet above the natural grade. While, the proposed project has been designed to avoid removal of any existing on-site trees, certain skateboard park improvements could require pruning of one oak tree, near the point where the connection sidewalk joins the main section of the skateboard park. Accordingly, the proposed project could conflict with the City's Tree Protection Ordinance if tree and root zone protection guidelines are not implemented, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the potential impacts to a *less-than-significant* level.

- IV-1. *Prior to and during construction, the City shall ensure that all contractors comply with the tree protection measures outlined in Section 17.96.070 of the Pinole Municipal Code, as follows:*

Tree Protection Measures

- 1. Prior to and during any demolition, grading or construction, all protected trees within a development area shall be protected by a six (6) foot high chain link (or other material approved by the Community Development Director) fence installed around the outside of the dripline of each tree.*
- 2. No oils, gas, chemicals, liquid waste, solid waste, heavy construction machinery or other construction materials shall be stored or allowed to stand within the dripline of any tree.*
- 3. No equipment washout will be allowed to occur within the dripline of any tree.*
- 4. No signs or wires, except those needed for support of the tree, shall be attached to any tree.*

Damage to a Protected Tree

- 1. If any damage occurs to a protected tree during construction, the developer, contractor, or any agent thereof shall immediately notify the Development Services Director so that professional methods of treatment accepted by the Development Services Director may be administered. The repair of the damage shall be at the expense of the responsible party and shall be by professional standards, approved by*

the Development Services Director. Failure to comply will result in a stop work order.

- IV-2. Prior to the issuance of any grading or building permits, all arborist tree protection measures shall be included on the project construction plans for review and approval by the Development Services Department.*
- IV-3. In accordance with Section 17.96.030 of the Pinole Municipal Code, the pruning of any protected tree shall be performed only when it enhances its structural strength, health, general appearance or for safety reasons. Any pruning must be completed by a certified/consulting arborist.*
- f. According to the City's General Plan Update EIR, the City is within the boundaries of the Recovery Plan for Serpentine Soil Species of the San Francisco Bay Area (USFWS, 1998). However, the City does not contain habitat for species listed in the recovery plan. The City, including the proposed project site, is not within the boundaries of any Habitat Conservation Plan/Natural Community Conservation Plan. Therefore, implementation of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and ***no impact*** would occur.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	✗	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✗	☐	☐
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	☐	✗	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☐	✗	☐	☐

Discussion

- a. A Cultural Resources Study was performed for the proposed project by Tom Origer & Associates (see Appendix B). As discussed in further detail below, the Cultural Resources Study addresses the known buried archaeological materials located within the proposed project's study area. Historical maps do not show any buildings or structures within the study area. However, according to the Cultural Resources Study, historic remains expected in the general area commonly include items of ceramic, glass, and metal. Features that might be present at the project site include structure remains (e.g., cabins or their foundations) and pits containing historic artifacts. Therefore, construction activities have the potential to unearth such currently unknown historic resources, which could destroy or disturb the resources, and impacts would be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the potential impacts to a *less-than-significant* level.

- V-1. *Prior to the issuance of a grading permit for any construction activities, construction plans shall include a requirement (via notation) indicating that if historic resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.*

- b-d. As stated above, a Cultural Resources Study was performed for the proposed project. According to the Cultural Resources Study, at the time of European settlement, the project study area was situated in the territory of the Ohlone, also referred to as the Costanoan. The Ohlone in the project area were of the *xučyun* triblet. The Ohlone were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures. They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year and other sites were visited in order to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant.

As part of the Cultural Resources Study, the State of California's Native American Heritage Commission (NAHC) was contacted. The NAHC subsequently provided a list of Native American groups and individuals to contact. The groups and individuals, including the Ohlone Tribe, were contacted in writing and a log of contact efforts was maintained (see Appendix B). To date, responses have not been received from the tribes that were contacted.

In addition, archival research was completed including review of archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center. Historical maps were also examined to gain insight into the nature and extent of historical development in the project vicinity. Ethnographic literature describing appropriate Native American groups and county histories were reviewed as well. According to the archival research, the entire project study area has been previously surveyed in 1977 and 1995, and a small portion of the area again in 2011. Two other studies have been conducted within a half-mile radius. One prehistoric site, CA-CCO-356, falls within the study area and another site, CA-CCO-355, which includes a prehistoric site and the Ignacio Martinez Adobe, is just across Pinole Creek from the study area.

CA-CCO-356 is a shell midden with possible burials and a sparse scatter of obsidian. Investigation of the extreme western portion of CA-CCO-356 was conducted in 2001 by Holman & Associates, for which they excavated 14 auger units and three test investigation units to mitigate the impacts of capping the site with fill through limited data recovery. Burials were not found during the data recovery. According to the Tom Origer & Associates study prepared for this IS/MND, CA-CCO-356 extends approximately 95 feet west from the edge of the adjacent soccer field, into the proposed skateboard park site footprint.

A field survey and four auger borings were completed on December 6, 2013 as part of the Cultural Resources Study to determine the extent of the fill that was placed atop the archaeological site for the creation of the adjacent soccer field and whether archaeological material from CA-CCO-356 extended beyond the fill area. Additional fieldwork was conducted on January 17, 2014 by Tom Origer & Associates to determine fill depth more precisely, including nine new auger borings within and adjacent to the

study area. One of the auger borings was made just beyond the study area to confirm the buried depth, presence, and nature of native soil.

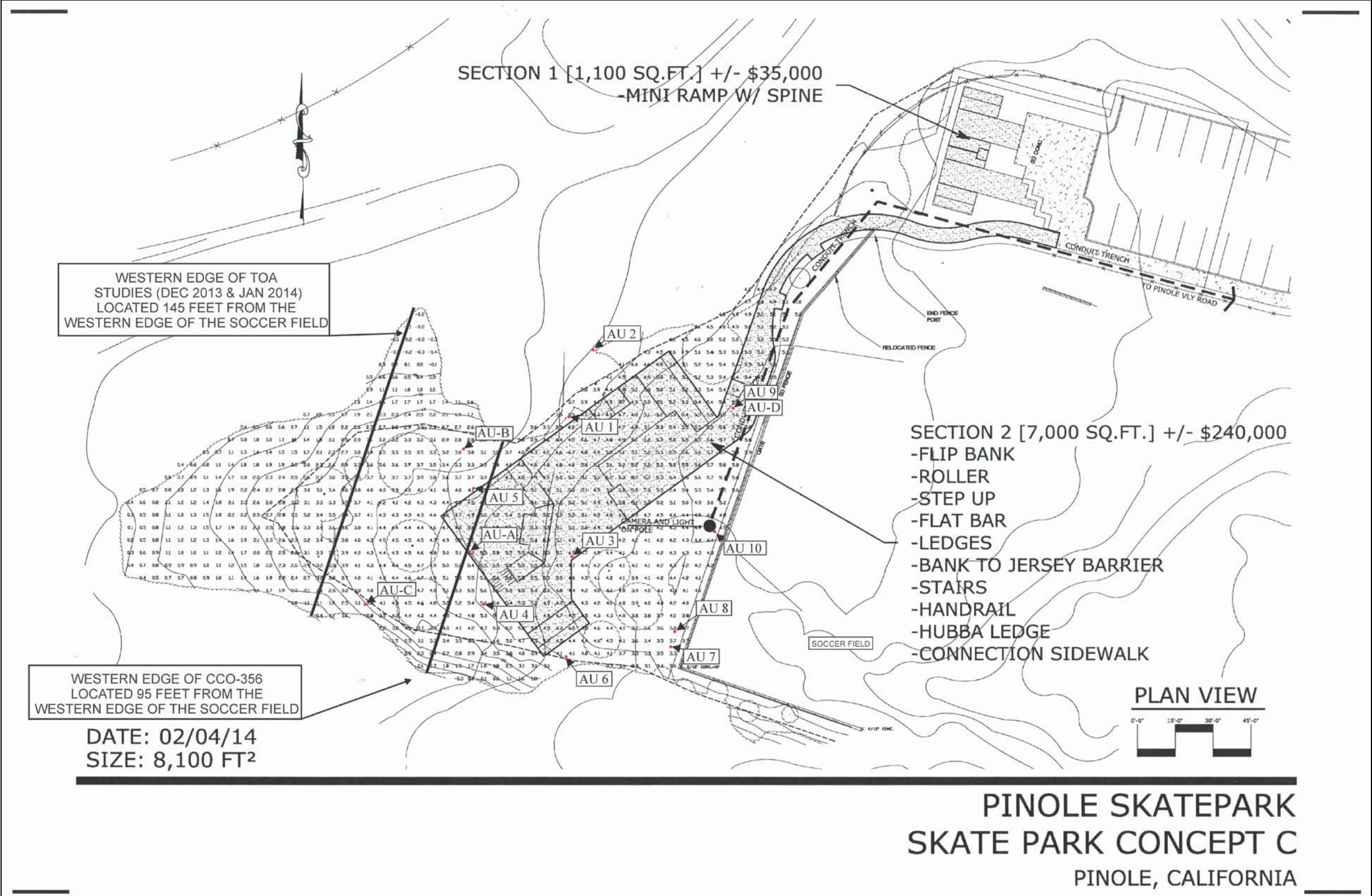
According to the field surveys, CA-CCO-356 is not visible on the current ground surface, as the site has been capped by fill prior to the construction of the adjacent soccer field. The mitigation measures required for the existing soccer field (i.e., limited data recovery and capping) extended west into the proposed project site in order to include the entire recorded site CA-CCO-356. The documented fill depths, as well as the auger boring locations in relation to the proposed project footprint and study area, are shown in Figure 4. Within the project footprint area, fill depths range from 3.1 feet to 5.9 feet, with the greatest depths occurring at the eastern end of the site nearest the adjacent soccer field.

According to the Tom Origer & Associates Cultural Resources Study, earth disturbing activities (e.g., vegetation clearing, utility trenching, excavation) that remain within the documented fill depths, as shown in Figure 4, would not result in adverse impacts to the archaeological resource CA-CCO-356, and do not require archaeological monitoring due to the lack of resources within fill soil. The project has been preliminarily designed to ensure that all improvements would occur within existing fill. Any on-site utility or other excavation within the limits of archaeological site CA-CCO-356 (i.e., zero to 95 feet west from the project's boundary with the adjacent soccer field) should be performed shallow enough to remain within the existing fill. Disturbance beyond the western boundary of the recorded archaeological site (between 95 to 145 feet west of the edge of the adjacent soccer field) would not result in impacts to CA-CCO-356 regardless of whether the activities would occur within the existing documented fill or below. Ground disturbing activities beyond 145 feet west of the edge of the adjacent soccer field are not part of the project. Should any trenching or other excavation within the site boundaries of CA-CCO-356 require such depth that the activities could reach below the documented fill and into the native soil, a qualified archaeologist, meeting the Secretary of the Interior's standards, is recommended to monitor such ground disturbing activities. Without implementation of the aforementioned recommendations identified in the Cultural Resources Study, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the potential impacts to a *less-than-significant* level.

Figure 4
Documented Fill Depths



- V-2(a) *For ground disturbing activities occurring within zero to 95 feet west of the edge of the adjacent soccer field (i.e., the westernmost boundary of CA-CCO-356), all ground disturbance for the project shall occur within the existing documented fill depths as shown in Figure 4 of the Pinole Valley Park Skateboard Park IS/MND. If, during the final design of the project, it is determined that trenching or other excavation in this area requires depths in excess of the documented fill depths shown in Figure 4, a qualified archaeologist, meeting the Secretary of the Interior's standards, shall be hired to monitor the ground disturbing activities. These requirements shall be included on the construction plans (via notation) and submitted to the City Development Services Department for review and approval.*
- V-2(b) *For ground disturbing activities occurring within 95 to 145 feet west of the edge of the adjacent soccer field (i.e., area outside of CA-CCO-356) as shown in Figure 4 of the Pinole Valley Park Skateboard Park IS/MND, no mitigated is required.*
- V-3. *Prior to issuance of any grading or building permit, the applicant shall ensure that ground disturbance boundary limits are clearly marked in the field and maximum excavation depths are discussed with the selected construction contractor and the City to help ensure adequate protection of potential cultural resources is achieved.*
- V-4. *Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction activities within the area between 95 feet and 145 feet west of the adjacent soccer field, all work shall stop in the vicinity of the find and the Contra Costa County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified, at a cost to the applicant, by the qualified archaeologist, until the identified appropriate actions have been implemented.*

VI. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
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 based on other substantial evidence of a known fault?	☐	☐	✗	☐
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?		☐	✗	☐
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 18-1B of the Uniform Building Code?	☐	☐	✗	☐
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?	☐	☐	☐	✗

Discussion

ai-aiv,

- c. The proposed project site is located within a region of California characterized by active faulting; however, active faults are not known to cross the project site area and the site is not within a current Earthquake Fault Zone (formerly known as an Alquist Priolo Special Studies Zone). The closest active fault mapped by the California Geological Survey is the Hayward Fault, located approximately four miles to the southwest of the site. According to the City's General Plan Update EIR, the maximum level of ground motion potentially experienced in the City's planning area would occur as a result of a 7.25 magnitude earthquake on the Hayward Fault zone.

Losses from groundshaking can occur where tall structures are built on thick, soft sediments. The amount of damage from shaking is also influenced by the structural integrity of buildings before an earthquake. According to the City's General Plan Update EIR, areas within the City's planning area that are highly susceptible to damages resulting from ground shaking are located between San Pablo Avenue and the San Pablo Bay shoreline, in the western portions of the City. The proposed project is not located in

the aforementioned area. In addition, the City utilizes the California Building Code (CBC) for all development within the City limits. The CBC standards address foundation design, shear wall strength, and other structural-related conditions. All development projects are subject to the CBC, which requires a seismic evaluation and particular seismic design criteria to reduce ground shaking effects.

Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. The potential for liquefaction must account for soil types and density, the groundwater table, and the duration and intensity of ground shaking. Based upon known soil, groundwater, and ground shaking conditions within the City's planning area, the potential for liquefaction beneath the area is considered low. Areas potentially susceptible to liquefaction are located along the San Pablo Bay shoreline, the locations in the western portions of the City's planning area, and in areas located underneath deposits of active/recently active stream channels. Additionally, the potential for ground lurching, differential settlement or lateral spreading occurring during or after seismic events is also considered to be low except for the locations discussed above. The proposed project is not located in any such areas described above. Therefore, the proposed project would not be expected to be affected by liquefaction.

Seismically induced landslides are likely to occur along steep to intermediate hillside areas, as well as areas where previous land sliding or soil creeping has occurred, areas where non-engineered grading and uncontrolled drainage on slopes has occurred, or areas with deep colluvial deposits. Slope stability hazards could result in loose debris flows and landslides. The proposed project site is relatively flat and has been capped with soil fill. Therefore, typical conditions for landslides do not occur on the project site and the potential for landslides on the project site would be considered low.

The proposed project would not place any new structures on the site; but rather low-level concrete improvements and pre-fabricated skateboard park features would be installed. It should also be noted that the proposed project would not introduce new residents or employees to the site. Future patrons of the proposed skateboard park site would not be expected to be on-site for any extended periods of time. Accordingly, the likelihood for the project to expose people to risks, including loss, injury, or death involving earthquakes and related effects would be very low. Therefore, implementation of the proposed project would not expose people or structures to substantial adverse seismic-related effects, including landslides, or be placed on a geologic unit or soil that is unstable or would become unstable as a result of the proposed project, and impacts would be ***less than significant***.

- b. During construction within the proposed project area, topsoil would be moved and graded, leading to disturbed soils that do not have as much connectivity to the ground as undisturbed soils. Such disturbed soils are likely to suffer from erosion from a variety of sources, such as wind, rainfall, and construction equipment. The City's Erosion and Sediment Control Plan Ordinance (Title 15, Chapter 15.36.190 of the City Code) requires that erosion and sediment control plans, prepared by a registered civil engineer, be submitted to the City for review for any building or construction activities over 0.25-acre.

Therefore, through compliance with the City's Erosion and Sediment Control Plan Ordinance requirements, the project would not result in substantial soil erosion or loss of topsoil, and impacts would be ***less than significant***.

- d. According to the Cultural Resources Study prepared for the proposed project by Tom Origer & Associates and the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS)'s Web Soil Survey, soils within the study area are Botella clay loams, 2 to 9 percent slopes, which are well-drained, formed in alluvium from sedimentary rocks, and found in narrow upland valleys. Expansive soils are soils that have a potential for shrinking and swelling under changing moisture conditions. Expansive soils could cause lifting of a building or other structure during periods of high moisture. Conversely, during periods of low moisture, expansive soil will collapse and could result in building settlement. Accordingly, damage due to expansive soils occurs when the amount of moisture contained in the foundation soils fluctuates.

Expansive soils are generally have a Plasticity Index (PI) greater than about 25. According to the USDA, are Botella clay loams, 2 to 9 percent slopes, has a PI of 17.5, which is below the typical PI range for expansive soils. In addition, the soil is well-drained. Furthermore, as discussed above, the proposed project would be required to comply with the CBC, as well as all other applicable federal, State, and local building codes, regulations, and practices including standards related to expansive soils. Therefore, the proposed project would not be located on or be affected by expansive soils, and impacts would be considered ***less than significant***.

- e. The proposed project consists of the construction of a concrete skateboard park and installation of a light pole and security camera. A restroom is not proposed for the project. Because the project would not involve use of a septic system or any type of wastewater treatment, ***no impact*** would occur.

VII. GREENHOUSE GAS EMISSIONS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✗	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✗	☐

Discussion

- a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO_{2e}/yr).

It should be noted that the BAAQMD was challenged in the Alameda County Superior Court, and was ordered to set aside the proposed thresholds of significance and screening criteria.² However, the City of Pinole has determined that the BAAQMD thresholds of significance are the best available option for evaluation of GHG impacts for the project and, thus, are used in this analysis.

² As explained previously, the BAAQMD was challenged in Superior Court, on the basis that the BAAQMD failed to comply with CEQA when it adopted its CEQA guidelines. The BAAQMD was ordered to set aside the proposed thresholds and conduct CEQA review of the thresholds. On August 13, 2013, the First District Court of Appeal reversed the trial court's decision. The Court of Appeal's held that CEQA does not require BAAQMD to prepare an EIR before adopting thresholds of significance to assist in determining whether air emissions of proposed projects might be deemed "significant." The Court of Appeal's decision provides the means by which BAAQMD may ultimately reinstate the GHG emissions thresholds, though the court's decision does not become immediately effective. It should be further noted that a petition for review has been filed; however, the court has limited review to the following issue: Under what circumstances, if any, does CEQA require an analysis of how existing environmental conditions will impact future residents or users (receptors) of a proposed project?

The BAAQMD identifies screening criteria for development projects, which provide a conservative indication of whether a development could result in a potentially significant impact associated with GHG emissions. If the screening criterion for GHG is met by a project, a detailed assessment of that project's GHG emissions would not be required. The operational GHG screening criterion for a city park development is if the development is less than or equal to 600 acres. Because the proposed project consists of a total of 8,100 square feet (approximately 0.186 acres), a detailed GHG assessment is not required for the proposed project. Nonetheless, the project's operational GHG emissions have been estimated using the CalEEMod software for disclosure purposes.

The BAAQMD threshold of significance for project-level operational GHG emissions is 1,100 MTCO₂e/yr. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, BAAQMD has not established a threshold of significance for construction-related GHG emissions and does not require quantification.

According to the CalEEMod results, the proposed project would result in estimated unmitigated operational GHG emissions of 70.97 MTCO₂e/yr (see Appendix A), which is well below the applicable threshold of significance of 1,100 MTCO₂e/yr. Even if the one-time release of construction emissions were to be included in the annual operational GHG emissions estimate, the proposed project's total emissions would be 125.41 MTCO₂e/yr (70.97 MTCO₂e/yr + 54.44 MTCO₂e = 125.41 MTCO₂e/yr), which would still be well below the applicable threshold of significance. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts associated with the generation of GHG emissions would be considered *less than significant*.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 likely 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 which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	✗
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✗
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?	☐	☐	☐	✗
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✗	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	✗	☐	☐

Discussion

- a,b. The proposed project consists of the construction of a concrete skate park and installation of a light pole and security camera. The proposed project does not propose any land uses or operations that would involve the routine transport, use, or disposal of hazardous materials; thus, the project could not result in a reasonably foreseeable upset or accident condition involving the release of such materials into the environment. Therefore, the proposed project's impacts associated with the creation of a significant hazard to the public or the environment associated with hazardous materials would be ***less than significant***.

- c. The nearest school is Ellerhorst Elementary School located approximately one-half mile northwest of the project site. Therefore, the project would have a ***less-than-significant*** impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. The proposed project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.³ As a result, the proposed project would not create a significant hazard to the public or the environment. Therefore, ***no impact*** would occur.
- e,f. The project site is not located within an airport land use plan, two miles of a public airport, or the vicinity of a private airstrip. The nearest airport is the Buchanan Field Airport located approximately 12 miles east of the project site. In addition, the project does not involve any proposed uses that would result in an increase in populations in the area. Therefore, the project would not result in a safety hazard for people residing or working in the project area, and impacts would be ***less than significant***.
- g. The proposed project would not physically interfere with any existing emergency plans, because the project would not alter the existing street system. Therefore, the project's impact would be ***less than significant***.
- h. The proposed project is located within and adjacent to an open space area of an existing park site, which includes areas of dense brush. According to the City's General Plan Update, the project is located within a Very High Fire Hazard Severity Zone (VHFHSZ), which means that the site is in an area that is prone to wildfire. Such a designation places certain restrictive building codes on development in the area. The Pinole Fire Department manages the open space boundary issues and maintains the fire roads in the City's open space areas. It should be noted that the proposed project would not remove any existing on-site trees; however, other vegetation, such as flammable underbrush surrounding the proposed project area, may be required to be cleared. Compliance with the applicable building codes and any applicable Fire Department requirements would help to ensure the project would not be subject to wildland fires.

A concrete impervious area would be placed on the project site. Flammable materials or operations involving flammable materials are not proposed for the project site. In addition, the proposed project would not introduce new residents or employees to the area and is not immediately adjacent to existing development, other than the soccer field and associated parking lot. Future patrons of the proposed skateboard park site would not be expected to be on-site for any extended periods of time. Accordingly, the likelihood for the project to expose people to risks, including loss, injury, or death involving wildland fires would be very low. However, without compliance with any applicable vegetation clearance requirements, the project could expose future patrons to risks involving wildland fires, and impacts would be considered ***potentially significant***.

³ California Environmental Protection Agency, Cortese List, <http://www.envirostor.dtsc.ca.gov>, accessed December 7, 2012.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the potential impacts to a *less-than-significant* level.

- VIII-1. *Prior to any construction, a pre-construction meeting shall be held between the construction contractors, a licensed arborist, Fire Department staff, and Development Services staff to coordinate vegetation clearance and tree protection measures during project construction.*

IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	✗	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	✗	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	✗	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	✗	☐
f.	Otherwise substantially degrade water quality?	☐	☐	✗	☐
g.	Place housing within a 100-year floodplain, 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 floodplain structures which 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.	Inundation by seiche, tsunami, or mudflow?	☐	☐	✗	☐

Discussion

- a,f. Surface water quality can be adversely affected by erosion during project construction. Construction activities disturbing one or more acres are required under the federal Clean Water Act to comply with the State Water Resources Control Board (SWRCB) General Construction Activity Stormwater Discharge Permit. The proposed project would disturb approximately 0.186 acres and, thus, would not be subject to the requirements of the

General Construction Activity Stormwater Permit. However, the proposed project would be required to comply with the City's Erosion and Sediment Control Plan Ordinance (Title 15, Chapter 15.36.190 of the City Code), including preparing an erosion and sediment control plan prepared by a registered civil engineer or providing verification that the project would be exempt from preparing an erosion and sediment control plan by showing how the project would meet the City's list of conditions (Section 15.36.190.A of City Code).

The proposed project would introduce new impervious surfaces to the site, where currently none exist, which would preclude erosion upon placement. In addition, although the project would modify the existing drainage pattern on the site, the amount of impervious surfaces proposed for the project is relatively minimal; thus, the project would not generate a substantially increased amount of urban runoff. The currently pervious surface of the project site allows runoff to percolate into the soil and/or drain to the nearby Pinole Creek and unnamed tributary. Any runoff from the project site would continue to percolate at the boundaries of the site and/or drain to the nearby creek upon development of the site. The proposed project would not involve any operations that could result in an increase in polluted runoff from the site. Implementation of the proposed project would not generate any new wastewater and would not involve the discharge of any materials. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements and would not degrade water quality, and impacts would be ***less than significant***.

- b. The proposed project would not introduce new population to the area. As such, a demand for water would not occur and groundwater supplies would not be depleted. The amount of impervious surfaces proposed for the project is relatively minimal and the site is located adjacent to open space areas within a much larger park site, which would allow adequate groundwater recharge in the project area. As such, the minimal addition of impervious surfaces would not substantially interfere with groundwater recharge. Because the project would not deplete groundwater supplies or interfere with groundwater recharge, a ***less-than-significant*** impact would occur.
- c-e. The proposed project would introduce approximately 8,100 square feet of new impervious surfaces to the site where currently none exist. As such, the project would modify the existing drainage pattern of the site. However, due to the size of the project site and the amount of impervious surfaces proposed, the project would not generate a substantially increased amount of runoff. The currently pervious surface of the project site allows runoff to percolate into the soil and/or drain to the nearby Pinole Creek and unnamed tributary. Any runoff from the project site would continue to percolate at the boundaries of the site and/or drain to the nearby creek upon development of the site. Therefore, any increase in amount or rate of runoff resultant from the proposed project would not be considered substantial.

Development of the project site would not involve disturbance or alteration of the nearby Pinole Creek or unnamed tributary and, as discussed above, would not be expected to result in erosion with compliance with the City's Erosion and Sediment Control Plan

Ordinance. In addition, the proposed uses on the site would not cause an increase in polluted runoff. Because the project would not substantially alter the existing drainage pattern or the area and would not create or contribute substantial runoff water or polluted runoff, the project's impacts would be considered ***less than significant***.

- g-i. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Panel Number 06013C0232F, the proposed project is located in Flood Zone X, which is defined as an area of minimal flood hazard from the principal source of flood in the area and determined to be outside of the 0.2 percent annual chance floodplain. Therefore, the project site is not located within the 100-year floodplain. In addition, the project does not involve the placement of housing nor would the project increase population in the area. Because buildout of the proposed project would not place within the 100-year floodplain structures that would impede or redirect flood flows, and would not expose people or structures to a significant risk of loss, injury, or death involving flooding, the project would result in a ***less-than-significant*** impact related to development within the 100-year floodplain.
- j. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines; however, when tsunamis reach the shoreline, high swells of water break and wash inland with great force. According to the City's General Plan Update EIR, the potential for a significant tsunami event to occur within the City's planning area and cause any significant damage is considered low. Possible effects of a tsunami would likely occur in areas near the shores of the San Pablo Bay, which is located on the western boundary of the City, opposite from the proposed project site. In addition, the General Plan Update EIR states that the San Francisco Bay would significantly attenuate the effect of tsunamis that might reach Pinole. Therefore, the project site would not be at risk of inundation by waters from a tsunami.

A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, with destructive capacity that is not as great as that of a tsunami. The project is not located near a closed body of water large enough for a seiche to occur; therefore, the proposed project is not anticipated to be impacted by seiches. Mudflows typically occur at the base of mountainous or hilly terrain. Because the project site is not located at the base of any significant slopes, the project site would not be expected to be susceptible to mudflow inundation. Overall, the project area would not be threatened by a seiche, tsunami, or mudflow, and a ***less-than-significant*** impact would occur.

X. LAND USE AND PLANNING. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	✗
b.	Conflict with any applicable land use plans, policies, or regulations 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 on environmental effect?	☐	☐	✗	☐
c.	Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	✗

Discussion

- a. The proposed project site is an undeveloped area within Pinole Valley Park, adjacent to open space areas of the park as well as an existing soccer field, baseball diamond, and associated parking lots. Development of the proposed project would consist of construction of a concrete skate park and installation of a light pole and security camera. The site is not bounded by an established community and is consistent with the planned and surrounding existing uses. Therefore, implementation of the proposed project would not physically divide an established community, and **no impact** would occur.
- b. The proposed project site is located within an existing City-owned park facility that is designated in the General Plan and zoned as Parks and Recreation. The project is consistent with the land use and zoning designation for the site. A modification to land uses in the area would not occur. Development of the project would not interfere with the existing uses and would not involve any identifiable potential for conflict with surrounding land uses. Therefore, the proposed project would not conflict with any applicable land use plans, policies, or regulations and would result in a **less-than-significant** impact.
- c. According to the City's General Plan Update EIR, the City is within the boundaries of the Recovery Plan for Serpentine Soil Species of the San Francisco Bay Area (USFWS, 1998). However, the City does not contain habitat for species listed in the recovery plan. The City, including the proposed project site, is not within the boundaries of any Habitat Conservation Plan/Natural Community Conservation Plan. Therefore, implementation of the proposed project would not conflict with any applicable Habitat Conservation Plan, Natural Community Conservation Plan, and **no impact** would occur.

XI. MINERAL RESOURCES. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
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?	☐	☐	☐	✗
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?	☐	☐	☐	✗

Discussion

- a,b. The City of Pinole General Plan does not identify any regionally or locally important mineral resources within the City. In addition, known mineral resources of value to the region, residents of the state, or locally have not been identified on-site or during development of any adjacent uses. Therefore, the proposed project would not have an adverse effect on known mineral resources or recovery sites and ***no impact*** would occur.

XII. NOISE. <i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
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. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✗
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?	☐	☐	☐	✗

Discussion

- a,c. For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance with rest and sleep, and disruption of recreational pursuits. The ambient noise of a community is all environmental noise, which is usually a composite of sound from many sources near and far. The noise of individual events, such as a passing car or train, an aircraft flying overhead or a lawn mower in the neighborhood, are superimposed on this composite of sound. The CEQA Guidelines define a project-level impact as being significant if it “[...] increases substantially the ambient noise levels for adjoining areas.”

The City’s General Plan Update policies set forth acceptable exterior and interior noise level standards. The normally acceptable noise standards for new land uses are established in the Land Use Compatibility for Community Exterior Noise Environments table of the General Plan Update. The normally acceptable range for “Outdoor Sports & Recreation, Neighborhood Parks & Playgrounds” is noise levels below 65 dB day-night average sound level (L_{dn}), with a conditionally acceptable range from 65 to 80 dB Ldn, and unacceptable range for levels of 80 dB Ldn. In order to protect the noise environment in existing residential areas, the City requires mitigation for any project that would result in any of the following circumstances:

- The project would cause the Ldn to increase 3 dB or more;
- Any increase would result in an Ldn greater than 60 dB;
- The Ldn already exceeds 60 dB; or
- The project has the potential to generate significant adverse community response.



A noise assessment was prepared by Wilson, Ihrig & Associates, Inc. in June 2009 for a previously proposed skateboard park to be located directly adjacent to the baseball diamond in Pinole Valley Park, which is located approximately 450 feet west/northwest of the proposed project site. The previously proposed skateboard park would represent similar characteristics as the proposed project in relation to the location of the nearest sensitive receptors and the projected noise generation. The expected noise levels associated with a skateboard park were estimated using measured data from two other skate parks. Measurements at one of the skate parks (Derby Park in Santa Cruz, which is surrounded on three sides by buildings and fences that created reverberation) were taken while 10 to 20 skaters were present at distances of 120 feet and 130 feet. Measurements at the other skate park (Santa Rosa Skate Park, which is a much larger skateboard park located in an open space area) were taken while 20 to 30 skaters were present at the same distances as taken at Derby Park. The Santa Rosa noise levels were consistently 4 dB lower than Derby Park, which is likely due to reverberation effects at Derby Park and differences in the skating surfaces. The Santa Rosa track is believed to have a smoother surface than Derby Park, as the rolling noise at Santa Rosa was inaudible at 120 feet, and noise produced by rolling is strongly dependent on the roughness of the rolling surface. The skate park noise data used for Pinole Valley Park were averages of measurements collected on the two example skate parks.

The noise assessment looked at five locations in association with the previously proposed skateboard park, which included the following:

1. Pinole Valley Road at intersection with Monte Vista Drive (340 feet from skateboard park);
2. Pinole Valley Road at intersection with Monte Verde Drive (195 feet from skateboard park);
3. Pinole Valley Road at intersection with Simas Avenue (335 feet from skateboard park);
4. On Monte Verde Drive, between 2309 and 2311 Monte Verde Drive (630 feet from skateboard park); and
5. On Seville Court, beside 2305 Monte Verde Drive, 60 feet from Monte Verde Drive (455 feet from skateboard park).

According to the noise assessment, the then-existing levels at the five assessment locations, the estimated skateboarding noise contribution, and the change in noise relative to then-existing levels were determined to be as presented in Table 5. As shown in the table, areas away from traffic noise along Pinole Valley Road were observed to be in the normally acceptable range for new developments as discussed above; and the areas along Pinole Valley Road were observed to be in the conditionally acceptable range.

Table 5 Measured L_{dn} Noise Levels (dB)				
Measurement Location	Existing L_{dn}	Skating L_{dn}	Combined L_{dn}	Increase dB
Location 1	68	43	68	0
Location 2	66	48	66	0
Location 3	67	44	67	0
Location 4	58	38	58	0
Location 5	56	36	56	0
Source: Wilson, Ihrig & Associates, Inc., June 2009.				

According to the noise assessment, if two noise levels are 10 dB or more apart, the summation of the two noise levels is equal to the louder of the two noise levels (i.e., the addition of the second, lower noise level does not increase the overall level). The counter-intuitive result is a consequence of the logarithmic nature of decibels. Thus, as shown in the table, skateboarding was determined not to generate enough noise to increase the day-night noise exposure (L_{dn}) levels in the neighborhood. Utilizing the same method, even if the noise levels along Pinole Valley Road and areas further from Pinole Valley Road have increased since the time the noise assessment was prepared, the same results would occur, as the noise from the proposed skateboard park would be even further below existing noise levels in the neighborhood. In addition, the project site is bound by open space to the west and south, an existing soccer field and associated parking lot to the east, and an existing baseball diamond and associated parking lot further to the north/northwest. The nearest sensitive receptor would be approximately 170 feet from the project site, separated by Pinole Valley Road, and sound levels dissipate at a rate of approximately 6 dB with every doubling of distance. Thus, the proposed project would not be expected to generate enough noise to result in an increase in the L_{dn} levels in the neighborhood or expose any receptors to a substantial increase in noise levels. Noise associated with the proposed skateboard park would not involve any strong peaks and would be expected to blend in with the existing noises in the area.

Consequently, the proposed project would not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan. In addition, because the proposed project would only be used during the daytime hours, the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, impacts would be considered ***less than significant***.

- b. Federal, state, or local regulatory standards for vibration do not exist; however, various criteria have been established to assist in the evaluation of vibration impacts, including vibration criteria based on human perception and structural damage risks developed by Caltrans. For most structures, Caltrans considers a peak-particle velocity (ppv) threshold of 0.2 inches per second (in/sec) at a distance of approximately 50 feet to be the level at which architectural damage (i.e., minor cracking of plaster walls and ceilings) to normal structures may occur. In terms of human annoyance, continuous vibrations in excess of 0.1 in/sec ppv are identified by Caltrans as the minimum level perceptible for ground vibration.

The proposed project's operations would not involve sources of excessive groundborne vibration. However, construction activities could result in short-term groundborne vibration levels that could affect nearby sensitive land uses. According to the City's General Plan Update EIR, the maximum level of vibration associated with construction is typically due to a pavement breaker, which was measured to produce a ppv of 2.88 in/sec at 10 feet. Groundborne vibration levels of pile drivers can range from approximately 0.17 to 1.5 in/sec ppv. Pile driving could result in a high potential for human annoyance from vibrations if activities performed within 200 feet of occupied structures. As stated above, the nearest sensitive receptor would be located over approximately 170 feet from the project site, separated by Pinole Valley Road. In addition, it should be noted that a pavement breaker or pile driver would not be required for development of the proposed project. Consequently, groundborne vibration associated with the proposed project's construction activities would not be anticipated to be substantial at the nearest sensitive receptor. Furthermore, the City's Municipal Code Section 15.02.070, General Regulations of Construction, establishes hourly restrictions that pertain to construction-related activities, which would help to avoid vibrations during times when such noise would be more of a nuisance. Because the proposed project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, impacts would be ***less than significant***.

- d. Noise levels would temporarily increase with the influx of trucks, construction equipment, and people during the construction process. According to the City's General Plan Update EIR, individual construction equipment noise levels typically range from approximately 74 to 88 dB at 50 feet. The City's Municipal Code Section 15.02.070, General Regulations of Construction, establishes hourly restrictions that pertain to construction-related activities. As stated above, the nearest sensitive receptor would be approximately 170 feet from the project site. In addition, due to the short-term nature of construction noise (approximately four months), the intermittent frequency of construction noise, and the required compliance with the construction noise standards established as part of the City's existing Municipal Code, construction noise level increases would not result in a substantial temporary or periodic increase in ambient noise levels that would result in exposure of persons to or generation of noise levels in excess of applicable standards. Therefore, impacts would be considered ***less than significant***.
- e,f. The project site is not located within an airport land use plan, two miles of a public airport, or the vicinity of a private airstrip. The nearest airport is the Buchanan Field Airport located approximately 12 miles east of the project site. In addition, the project does not involve any proposed uses that would result in an increase in populations in the area and is not immediately adjacent to any sensitive receptors. Therefore, the project would not expose people to excessive noise levels associated with air traffic, and ***no impact*** would occur.

XIII. POPULATION AND HOUSING. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major 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?	☐	☐	☐	✗

Discussion

- a-c. The proposed project involves the construction of a concrete skatepark and associated infrastructure. Development of the proposed project would not result in any direct effect on population and would not involve the creation of any new housing or employment opportunities within the City. Housing does not currently exist on the project site and existing housing would not be demolished as part of the proposed project. Therefore, the project would not induce population in the area nor displace housing or people, and ***no impact*** would occur related to population and housing.

XIV. PUBLIC SERVICES.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Fire protection?	☐	☐	✗	☐
b. Police protection?	☐	☐	✗	☐
c. Schools?	☐	☐	✗	☐
d. Parks?	☐	☐	✗	☐
e. Other Public Facilities?	☐	☐	✗	☐

Discussion

- a. As stated in Section VIII, Hazards and Hazardous Materials, of this Initial Study, the project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ), which means that the site is in an area that is prone to wildfire. Accordingly, the project would be required to comply with certain restrictive building codes, including vegetation clearance requirements, which would help to reduce the potential for fire hazards at the project site. However, it should be noted that implementation of the proposed project would not involve any uses that would result in an increase in the potential for fire hazards in the area.

The City's Fire Department manages open space boundary issues, as well as maintains the fire roads and fire breaks in the City's open space areas and patrols the open space with assistance from the Pinole Police Department. Thus, fire protection services are already provided to the project site. Therefore, as the project would not increase the potential for fire hazards and the project site is already provided fire protection services, an increase to the Fire Department's facilities or equipment would not be required in order for the Fire Department to provide adequate service to the project. Overall, the proposed project would result in a **less-than-significant** impact associated with fire protection services.

- b-e. The proposed project involves the construction of a concrete skatepark and associated infrastructure. The project does not involve housing and would not introduce new residents or employees to the area. As such, the project would neither directly nor indirectly result in an increased demand for police protection services, schools, parks, or other public facilities. Therefore, overall the proposed project would have a **less-than-significant** impact regarding the provision of new or physically altered police protection, schools, park, or other services and facilities.

XV.RECREATION.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 which might have an adverse physical effect on the environment?	☐	☐	✘	☐

Discussion

- a,b. The proposed project is located within Pinole Valley Park, which is a large open space recreational area within the City. The project would not introduce new residents or employees to the area; thus, the project would not be expected to result in a direct increase in the use of the existing park facility such that physical deterioration of the facility would occur or be accelerated. The proposed project would introduce recreational amenities to the existing park that are current unavailable, thus, providing nearby residents with additional recreational opportunities. Impacts related to the physical effects on the environment associated with implementation of the proposed project are addressed throughout this IS/MND in each respective impact area, and mitigation measures sufficient to reduce any potentially significant impacts to less-than-significant levels are included, where necessary. Overall, the proposed project would result in a ***less-than-significant*** impact related to recreation.

XVI. TRANSPORTATION AND CIRCULATION.
Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial 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 features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✗	☐
e. Result in inadequate emergency access?	☐	☐	✗	☐
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	✗

Discussion

- a,b. The proposed project would include the construction of a concrete skateboard park and installation of a light pole and security camera adjacent to existing play fields and associated parking lots within the Pinole Valley Park. Modifications to the existing roadway network or access points would not occur with implementation of the proposed project. The project would be consistent with the recreational uses anticipated for the site and would not be expected to exceed the number of vehicle trips anticipated for the entire Pinole Valley Park site. According to a traffic analysis prepared for a skate park project located in the City of Huntington Beach, where the traffic consultant surveyed other local skate parks within Orange County to derive an applicable trip rate from count data, a skate park could result in an associated average daily trip rate of 9.14 trips per thousand square feet (ksf).⁴ The measured average daily trip rate is similar to that of the average daily trip rate on a Saturday for a Recreational Community Center (495) land use per the Institute of Transportation Engineers (ITE) Manual. Utilizing the same trip rate for the proposed project, the project would be estimated to generate up to 74 new daily vehicle trips (37 roundtrips). The roadway volumes computed by Dowling Associates, Inc. for the Pinole General Plan buildout conditions indicate that the segment of Pinole Valley

⁴ Austin-Foust Associates, Inc. *Center Avenue Skate Park Traffic Analysis*. December 2011.

Road in the project's vicinity would operate at LOS C.⁵ Adding 74 new daily trips to this roadway would not degrade the roadway to an unacceptable LOS E operation. Thus, the proposed project would not result in a substantial increase in traffic volumes in the area and would not cause, either individually or cumulatively, a level of service standard to be exceeded on any nearby roadway or intersection. Therefore, a ***less-than-significant*** impact would occur.

- c. The nearest airport is the Buchanan Field Airport located approximately 12 miles east of the project site. In addition, the project would not increase the population in the area. Therefore, the project would not result in a change in air traffic patterns, including an increase in traffic levels or change in location, and ***no impact*** would occur.
- d,e. Modifications to the existing roadway network or access points would not occur with implementation of the proposed project. The site would be accessible via the existing access and parking lot associated with the soccer field immediately adjacent to the west of the project site. As such, the project would not result in any sharp curves, dangerous intersections, or incompatible uses that would substantially increase hazards on the site or immediate vicinity. Adequate emergency access would be provided to the project site. Therefore, impacts would be ***less than significant***.
- f. Due to the nature of the proposed project, population in the area would not increase with implementation of the project. The project does not involve the placement of housing or any other land use that would require alternative transportation options. In addition, the project does not involve modifications to area roadways or access points. Therefore, implementation of the proposed project would not conflict with any adopted policies supporting alternative transportation, and ***no impact*** would occur.

⁵City of Pinole. *City of Pinole General Plan Update Background Report, Chapter V: Traffic and Circulation Background*. September 2007. Available at: <http://www.ci.pinole.ca.us/planning/genplan/documents.html#GeneralPlanBackgroundDocuments>. Accessed February 2014.

XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 which 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?	☐	☐	☐	✗

Discussion

a,b,d,e. The proposed project would include the construction of a concrete skateboard park and installation of a light pole and security camera. After installation, only routine maintenance would be required at the site. The project would not introduce new residents or employees to the area. As such, the project does not involve any demand for water supply and would not generate any wastewater. Therefore, the project would not exceed any wastewater treatment requirements, require or result in the construction of new water or wastewater treatment facilities or expansion of any existing facilities, affect water supplies, nor affect the capacity of wastewater treatment facilities. Consequently, impacts would be ***less than significant***.

c. The proposed project located adjacent to open space areas within the Pinole Valley Park, which provides sufficient stormwater retention in the area. As discussed in Section IX, Hydrology and Water Quality, of this IS/MND, development of the proposed project would not substantially increase the amount or rate of stormwater runoff. The currently pervious surface of the project site allows runoff to percolate into the soil and/or drain to

the nearby Pinole Creek and unnamed tributary. Any runoff from the project site would continue to percolate at the boundaries of the site and/or drain to the nearby creek upon development of the site. Therefore, new stormwater drainage facilities or expansion of existing facilities would not be required for the project, and a ***less-than-significant*** impact associated with stormwater drainage facilities would occur.

- f,g. The proposed project does not involve any uses that would generate solid waste. As such, the project would not affect landfill capacities and would not conflict with any federal, state, or local regulations related to solid waste, and ***no impact*** would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✘	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✘	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✘	☐

Discussion

- a. Given the size and location of the proposed project site, as well as the recreational nature of the project, the proposed project would have a low potential to substantially 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. However, where a potentially significant impact could occur (i.e., impacts related to cultural resources and vegetation clearance for wildland fire protection), mitigation measures have been included in this IS/MND that would reduce such impacts to less-than-significant levels. Therefore, the proposed project would have a ***less-than-significant*** impact.
- b,c. This IS/MND demonstrates that the proposed project would not be expected to result in adverse impacts to human beings, either directly or indirectly. All impacts identified in this IS/MND were determined to be less than significant, or reduced to less than significant with implementation of the required mitigation measures, and that the project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Therefore, the project's impact would be considered ***less than significant***.