

**AMENDMENT TO FINAL EIR  
HERCULES UPDATED 2009 REDEVELOPMENT PLAN**

April 20, 2009

**AMENDMENT TO FINAL ENVIRONMENTAL IMPACT REPORT  
HERCULES UPDATED 2009 REDEVELOPMENT PLAN**

April 20, 2009

This is an amendment to the Final Environmental Impact Report prepared for the Hercules Updated 2009 Redevelopment Plan. This Amendment includes a comment letter submitted on the Draft EIR and responses to that letter.

Planning Commissioner Sherry McCoy emailed comments on the Draft EIR to the Project Manager dated March 12, 2009 before the close of the public comment period on the Draft EIR. The comments did not reach the Project Manager until April 14 after the close of the public comment period and after the Final EIR was published.

This document is an amendment to the Final EIR and includes Commissioner McCoy's comments and detailed responses to those comments.

The comments and responses do not contain "new significant information" to be added to the EIR as set forth in CEQA. As a result, the EIR is not required to be recirculated for public review and comment. Recirculation is only required if new significant information is added to an EIR after notice of the Final EIR is published and prior to the EIR being certified. Public Resources Code section 21092.1. The Final EIR was published but the EIR has not yet been certified. "New significant information" includes information showing that:

1. A new significant impact will result;
2. A substantial increase in the severity of an environmental impact will result without adequate mitigation;
3. A feasible alternative or mitigation measure that would clearly lessen an environmental impact is suggested by the commentor or should be considered and is rejected by the project proponent; or
4. The draft EIR is "so fundamentally and basically inadequate and conclusory in nature" that public comments on the draft EIR was meaningless. See, *Laurel Heights Improvement Ass'n Regents of Univ. of Cal.* (1993) 6 Cal. 4<sup>th</sup> 1112.

The comments state that a "very thorough job" was done on the EIR and ask for clarification on employment numbers, confirm the need for the City to maintain educational quality and adequate fire services, ask for clarification on construction traffic impacts along San Pablo/John Muir parkway area, ask how many jobs in the business park are held by Hercules residents, seek clarification on the percentage relating to an increase in travel time, ask a question on the population projections and ask whether additional mitigation measures can be imposed on previously approved projects if the impacts are greater than anticipated. These comments do not state or indicate that 1) a new significant impact will result, 2) the severity of an impact will increase, 3) there is a different alternative or mitigation measure that should be considered, or 4) the Draft EIR is inadequate.

The Planning Commission finds that these comments and responses do not constitute “new significant information” under CEQA and recirculation of the EIR is not required. The Planning Commission further declares that it has reviewed and considered the comments and responses before making a recommendation on the EIR and proposed project to the City Council.

To: Liz Warmerdam, Project Manager  
From: Sherry McCoy  
Subject: Questions and Comments for Draft EIR – Hercules Updated 2009 Redevelopment Plan

Given below are my questions and comments for the Draft EIR – Hercules Updated 2009 Redevelopment Plan.

Please contact me if you have any questions.

**Population and Housing:**

Section 3.10.2.3

Table 3.10-1, City of Hercules Employment Characteristics

Is this for 2008? And what exactly does this represent?

In the text the number of job in Hercules in 2000 was 2,890. This is expected to increase to 6,880 by 2035. The total list in the table is 12,797. Is the difference related to the projects?

1

**Public Services:**

Although payment of development fees represents full mitigation under state law, given the increase in housing/commercial development in the city, the existing levels of enrollment at Hercules schools, as well as the current financial situation with WCC school district, the city should work to maintain the educational quality that Hercules currently enjoys.

2

A similar comment regarding development fees for fire services, especially in light of the increases in housing and commercial development planned for the west side of San Pablo Ave.

3

**Transportation and Circulation:**

What will be the impact to traffic in the San Pablo/Sycamore and San Pablo/John Muir Parkway areas during construction of Sycamore Downtown and Hill Town? Specifically, will construction cause the blocking off of lanes at any time on San Pablo? If so, how will this impact traffic congestion?

4

3.12.3.2

Street Network Assumptions

.....The bridge provides a convenient linkage between the employment area north of John Muir Parkway and the residential area near the Sycamore Ave extension, particularly for pedestrian and bicyclists and will ultimately reduce traffic burden on San Pablo Ave. For.....

5

Is it known how many of the existing jobs in the employment area north of John Muir Parkway (I assume you mean the Business Park) are held by Hercules residents? And of the new jobs planned for Hercules, how many will be in the Business Park?

Table 3.12-16

The changes in travel time increase 17-39%, what does this represent in terms of minutes? And what is considered significant in terms of quality of life?

6

**General:**

As the city needs to provide updated population projections that include these two projects to ABAG and BAAQMD, will those updated numbers impact population projections in other documents and any assumptions or conclusions that were made utilizing the existing population projections (i.e. without the buildout of these two projects)?

7

The significant and, for some unavoidable, impacts to air quality, noise and traffic, especially when the cumulative effects of all planned projects are considered, could be in conflict with some of the goals and objectives of the General Plan. Should earlier projects cause impacts that are higher than anticipated, is there an opportunity to revisit analyses or institute additional mitigation measures?

8

**Editorial Comments:**

Hill Town – acreage set aside for major roadways sometimes listed about 2.5 acres and others as about 3 acres.

9

Pg 3.10-5 – Approximately 2.5 acres set aside for major highways. I think you mean roadways here.

## ***Response to Comment Letter K***

### **Response to Comment K-1**

The numbers in the table represent the number of employed or employable persons living in Hercules, regardless of where they work. They are an estimate of current conditions and do not include new residents or employees that would be expected to result from the project.

### **Response to Comment K-2**

Comment noted. Currently, the City contributes financially to Hercules Schools for administration and public safety as well as for programs that enhance student and the entire community's quality of life.

### **Response to Comment K-3**

The City assists the Fire District with the funding for paramedic services. As the City continues to grow, it is expected that the level of assistance will grow as well.

### **Response to Comment K-4**

The relocation of the sewer lines, water lines, and potentially PG&E lines could create temporary lane closures and would require occasional detours. Construction of improvements such as curb and gutter and utility infrastructure should only affect the shoulder not the travel lanes. Because of the temporary nature of these impacts, they would be considered less than significant. Overall, project construction is not expected to create any appreciable traffic congestion.

### **Response to Comment K-5**

The number of employees in the Business Park who reside in Hercules is not known and is likely to vary over time. Of the new jobs anticipated in the long term, the number to be located in the Business Park would depend on the types and density of new or expanded businesses that could ultimately choose to locate there.

### **Response to Comment K-6**

The change in travel time was expressed in reduction in average miles per hour for the roadway segments analyzed. Based on the distance and average speed, the average travel time for the approximately one-half mile distance along San Pablo Avenue from Hercules Avenue to Sycamore Avenue would increase from approximately 1.35 minutes currently to approximately 2 minutes under 2035 conditions. However, the actual travel time for any given vehicle on this segment could vary

considerably based on minute-to-minute conditions, and the overall average travel time for any individual trip – which is most likely to affect perceived quality of life or quality of commute experience – would vary tremendously from one person to another, depending on the exact route and trip length. Because of this variability, significant traffic impacts are expressed in terms of level of service (a function of traffic congestion) on street segments, as described in the Transportation and Circulation section of the Draft EIR.

**Response to Comment K-7**

All discretionary projects that may result in a significant environmental impact are subject to CEQA review. The most recent projects analyzed pursuant to CEQA include the Transit Center and the Hercules New Town Center and both of these projects contemplated full build out of Hill Town and Sycamore Crossing. All future discretionary projects will also have to take into account the population numbers for already approved and reasonably foreseeable projects. Other internal documents (that are used currently) such as the City's General Plan are meant to be general enough to accommodate future development; if there are inconsistencies, then those must be explained as part of the approval process.

Additionally, one of the purposes of circulating the Draft EIR to all affected agencies is to make them aware of the potential for increased populations as a result of these projects and to help them plan for the impacts. For example, the West Contra Costa Unified School District could incur project-related impacts that could affect the provision of service, and coordination of updated population numbers would be important to mitigate such impacts. Another example would be East Bay Municipal Utility District (EBMUD). As the project applicant, the City has been working closely with EBMUD to ensure that its staff understands the project, especially Hill Town, and will be able to serve that development.

The City's General Plan was adopted in the early 1990s and its population projections are not up to date. Therefore, recent EIRs and other studies for projects in Hercules, including the Updated 2009 Redevelopment Project, the Hercules New Town Center, and other environmental analyses that are currently in progress, used updated population projections based on more current information. Because both this EIR and other recent studies used the same or similar updated projections, they are generally consistent and the validity of other studies would not be affected by provision of the revised population projections to ABAG and BAAQMD.

**Response to Comment K-8**

Other projects that are expected to be developed before the Hill Town and Sycamore Crossing projects have been required to undergo CEQA review and to incorporate mitigation measures that are subject to monitoring and reporting requirements. Likewise, the proposed Updated 2009 Redevelopment Project

would be subject to mitigation monitoring and reporting requirements to ensure the mitigation measures adopted by the City Council are implemented. However, there is no procedure for reopening the environmental analysis or requiring additional mitigation as part of the CEQA process for already approved projects. Under CEQA, mitigation measures may only be imposed if a mitigated negative declaration or environmental impact report is prepared on a project. All discretionary projects are subject to CEQA. Additional environmental review will be required for the planned development plans (require discretionary review) on Sycamore Crossing and the Cinema Town and Transit Town projects in the New Town Center area. This additional environmental review may justify the imposition of additional mitigation measures.

**Response to Comment K-9**

The correct area for roadways is approximately 2.5 acres. The exact area would be determined at the time development plans are finalized. The references to major highways should have been to roadways, as correctly noted in the comment.

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# Hercules Updated 2009 Redevelopment Plan Final Environmental Impact Report

SCH # 2008112049

Prepared by:



**IMPACT SCIENCES, INC.**

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Oakland, California 94612  
(510) 267-0494 FAX (510) 267-0490

Prepared for:

City of Hercules  
City Hall  
111 Civic Drive  
Hercules, California 94547



April 2009

**Hercules Updated 2009 Redevelopment Plan  
Final Environmental Impact Report**

**SCH # 2008112049**

**Prepared for:**

City of Hercules  
City Hall  
111 Civic Drive  
Hercules, California 94547

**Prepared by:**

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2101 Webster Street, Suite 1825  
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**April 2009**

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# 1.0 INTRODUCTION

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## 1.1 PURPOSE OF THE FINAL ENVIRONMENTAL IMPACT REPORT

Under the California Environmental Quality Act (CEQA), following completion of a Draft Environmental Impact Report (EIR) the lead agency is required to consult with and obtain comments from public agencies that have jurisdiction by law or discretionary approval power with respect to the proposed project, and to provide the general public with opportunities to comment on the Draft EIR.

On January 27, 2009, the City of Hercules (City), as the Lead Agency under CEQA, issued a Draft EIR on the Updated 2009 Redevelopment Plan EIR proposed by the City of Hercules Redevelopment Agency. The 45-day public comment period ended on March 12, 2009.

The Final EIR is an informational document prepared by the Lead Agency that must be considered by decision makers before approving or denying the proposed project. CEQA Section 15132 specifies that the Final EIR shall consist of the following:

- a. The Draft EIR or a revision to the draft.
- b. Comments and recommendations received on the Draft EIR either verbatim or in summary form.
- c. A list or persons of the persons, organizations, and public agencies commenting on the Draft EIR.
- d. The response of the Lead Agency to significant environmental points raised in review and consultation process.
- e. Any other information added by the Lead Agency.

The Draft EIR, which is incorporated by reference, and this document (including project refinements, EIR revisions, summary, and responses to comments) constitute the Final EIR. Copies of this draft EIR and the proposed Updated 2009 Redevelopment Plan are available for review online at [www.ci.hercules.ca.us/planning](http://www.ci.hercules.ca.us/planning) or at the following locations:

- Hercules City Hall, Community Development Department, 111 Civic Drive, Hercules, California 94547
- Hercules Public Library, 109 Civic Drive, Hercules, California 94547

This document has been prepared pursuant to the *State CEQA Guidelines*. The Final EIR incorporates comments from public agencies and the general public, and contains responses by the Lead Agency to those comments that are relevant to the Draft EIR analysis. The City of Hercules is responsible for

reviewing and certifying the adequacy of this environmental document and making a decision with respect to the proposed project.

## 1.2 ORGANIZATION OF THIS RESPONSE TO COMMENTS DOCUMENT

This document is organized into five sections. Following this introduction (**Section 1.0**), **Section 2.0, Revisions to the Draft EIR**, presents changes to the text of the Draft EIR, some of which were made in response to comments on the Draft EIR. **Section 3.0, Comments on the Draft EIR and Responses to Comments**, contains a list of persons, agencies, and organizations that submitted written comments on the Draft EIR, reproductions of the written comments, and responses to those comments. Each comment is labeled with a number in the margin. **Section 4.0, Mitigation Monitoring and Reporting Program**, contains the Mitigation Monitoring and Reporting Program for the project, and **Section 5.0, List of Preparers**, lists persons involved in the preparation of the Final EIR.

## 2.0 REVISIONS TO THE DRAFT EIR

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Revisions have been made to the Draft Environmental Impact Report (EIR) as a result of comments received from agencies, organizations, and individuals on the document.

This chapter provides the location (either chapter or section number), title, and page number from the Draft EIR, and shows the complete sentence(s) where the change was made. Text added to the Draft EIR is shown in underline format, and deleted text is shown in ~~striketrough~~. Additionally, revisions are indicated by a revision bar in the margin of the page.

This chapter, in combination with the Draft EIR and the responses to comments section, constitutes the Final EIR. Due to the nature of the text changes that are presented below, the changes are cited individually rather than in a reproduction of the entire Draft EIR. This presentation of revisions to the Draft EIR is consistent with *California Environmental Quality Act (CEQA) Guidelines* Section 15162 detailing required Final EIR contents.

Changed pages include the following:

ES-28

ES-31

2.0-17 (Figure 2.0-3)

3.6-6

3.6-25

3.6-27

3.12-39

3.12-42

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>3.6 Hazards and Hazardous Material (Continued)</b>			
<b>Impact Haz-1</b>		<b>Mitigation Measure HAZ-1 (continued)</b>	
		<ul style="list-style-type: none"> <li>• <u>The work plan shall describe the procedures for decommissioning and dismantling of the remaining industrial structures and the removal and management of hazardous materials identified during the pre-decommissioning and dismantling assessments. Soil and groundwater containing hazardous materials at the project area, if identified, shall be remediated on-site or removed and transported to appropriate off-site facilities for treatment and/or disposal. Soil and groundwater affected by hazardous materials, if identified, shall be remediated or removed to levels below the ESLs established by the RWQCB and/or other applicable cleanup criteria for subsequent development of the project area to residential units.</u></li> <li>• <u>The remediation activities described in the work plan shall include one or more of the following options for the remediation of contaminated soil or groundwater:</u> <ul style="list-style-type: none"> <li>- <u>Future development on the site could be designed such that residential buildings are not constructed in areas where contaminated soils or groundwater will remain on-site.</u></li> <li>- <u>If contaminated soils are capped under pavement or buildings and pose a substantial risk to future residents, the work plan will require that land use restrictions be implemented.</u></li> </ul> </li> <li>• <u>The work plan will include an evaluation of vapor intrusion into indoor air. If needed, the work plan would include measures for VOC-contaminated areas that would be incorporated in the design of building foundations for the planned commercial and residential development.</u></li> </ul>	

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



SOURCE: Impact Sciences, Inc. - November 2008

FIGURE 2.0-3

Aerial Photograph of the Sycamore Crossing Site

### **D&S Property/Olympian Hills Condominiums**

The D&S Property/Olympian Hills Condominiums property is located to the west of the site and was purchased from Hercules Properties, Inc., in 1980. It was originally part of the Hercules Powder Company. In studies of this parcel by WESCO, samples from two ponds on the property showed concentrations of DNB and DNT at 5,800 parts per million (ppm) and 12,400 ppm, respectively. These two ponds were part of the wastewater treatment system for the Hercules Powder Company plant. According to the DTSC, this property was successfully remediated as part of the Hercules Property, Inc., DTSC-approved remediation and has been developed into the Olympian Hill condominiums.

### **North Shore Business Park**

The North Shore Business Park is located to the north of the Gelsar, Inc., property, approximately 1,000–2,000 feet north of the Site. The parcel was purchased from Hercules Property Ltd. by Bio-Rad Laboratories in 1983, and has since been developed into the North Shore Business Park. The property was found to be contaminated with heavy metals and explosives residue and was remediated prior to development with DTSC approval.

### **Chevron Environmental Management Company**

Chevron operates three active pipelines to the south of the site. The pipelines are located in a right-of-way along the south sides of Willow Avenue and San Pablo Avenue and run generally west to east in the project vicinity. The pipelines transport refined products including gasoline, diesel and natural gas. In addition, Chevron's predecessors built the Old Valley Pipeline (OVP) to transport crude oil. The OVP is also located just south of San Pablo Avenue, on the side of the roadway opposite of the project site. Chevron indicates that there are documented release locations of petroleum hydrocarbons along the OVP near the project site.

### **Sensitive Receptors**

No sensitive receptors are located within a 0.25 mile radius of the Added Area. Within a one-mile radius of the Added Area, there are 100- and 500-year flood zones and federal wetlands. There are no National Priority List sites, active landfill sites, or Indian Reservations within a 1-mile radius of the Added Area.

### **On-Site Assessments 1997–2007**

Numerous site assessments were conducted on the Sycamore Crossing site; these assessments are listed in **Subsection 3.6.1**. This section summarizes the assessments. More detail about the individual assessments can be found in the assessment reports, which are available for review at the City's Planning Department.

**MM HAZ-1c:** The following measures shall be required at the time development applications are filed with the City.

- The project proponent shall retain qualified and licensed environmental professional(s) to prepare a work plan for the decommissioning and dismantling of the remaining industrial structures associated with the former tank farm. The work plan shall be submitted to the RWQCB and other appropriate regulatory agencies for review and approval prior to the decommissioning and dismantling work.
- The work plan shall summarize previous environmental site remediation work and propose additional environmental work for the property to evaluate the lateral and vertical extent of petroleum-hydrocarbon impacted soil and groundwater beneath the site. The proposed method shall include the development of an adequate grid-sampling pattern for the subject site and appropriate laboratory analyses of the soil and groundwater samples collected from the borings.
- The work plan shall describe the procedures for decommissioning and dismantling of the remaining industrial structures and the removal and management of hazardous materials identified during the pre-decommissioning and dismantling assessments. Soil and groundwater containing hazardous materials at the project area, if identified, shall be remediated on site or removed and transported to appropriate off-site facilities for treatment and/or disposal. Soil and groundwater affected by hazardous materials, if identified, shall be remediated or removed to levels below the ESLs established by the RWQCB and/or other applicable cleanup criteria for subsequent development of the project area to residential units.
- The remediation activities described in the work plan shall include one or more of the following options for the remediation of contaminated soil or groundwater:
  - Future development on the site could be designed such that residential buildings are not constructed in areas where contaminated soils or groundwater will remain on-site.
  - If contaminated soils are capped under pavement or buildings and pose a substantial risk to future residents, the work plan will require that land use restrictions be implemented.
- The work plan will include an evaluation of vapor intrusion into indoor air. If needed, the work plan would include measures for VOC-contaminated areas that would be incorporated in the design of building foundations for the planned commercial and residential development.

- If asbestos-containing materials (ACMs) are identified during the pre-decommissioning and dismantling assessment, an asbestos abatement plan, prepared by a certified asbestos consultant, shall be included in the facility decommissioning and dismantling work plan. The work plan shall also include a Sampling and Analysis Plan (SAP), a site Health and Safety Plan (HASP), a Storm Water Pollution Prevention Plan (SWPPP), an Air Monitoring Plan (AMP), a Transportation Plan (TP), and a Soil Management Plan (SMP) for post-decommissioning and dismantling construction activities. These plans are described below.
  - The SAP shall describe the methodology for collecting confirmation soil, water, wipe, and/or materials samples and the analyses for these samples. The analytical data shall be used to demonstrate that hazardous materials have been removed from the project area to levels allowing for unrestricted land use and safe handling. The SAP shall also include analytical methods for samples for waste characterization and waste management purposes.
  - The HASP shall specify that the project proponent's consultants and contractors performing work at the project site adhere to applicable federal, state, and local regulations and codes relating to health and safety, including sections of Cal/OSHA regulations contained in CCR Title 8 as they apply to the site activities.

**Impact Haz-2:**            **The proposed project could create a significant hazard to the public or the environment through the accidental upset or release of hazardous material from an existing petroleum pipeline located within the Hill Town property and pipelines near the Sycamore Crossing site. (*Less than Significant*)**

An existing 6-inch petroleum pipeline owned and operated by Unocal traverses the eastern portion of the Hill Town site. This petroleum pipeline is located immediately adjacent to the 20-foot-wide easement for a water line owned by the East Bay Municipal Utilities District (EBMUD). There is a potential hazard to the future residents at the project area through accidental release of hazardous materials from the existing pipeline into the environment.

The Sycamore Crossing site is near several active and inactive pipelines that are owned by the Chevron Pipeline Company. There is evidence of petroleum hydrocarbons in the soil near the OVP that is located south of San Pablo Avenue, although past investigations of the Sycamore Crossing site indicate that no soil contamination is present on the site above remediation thresholds for residential use. Based on the results of these investigations, potential impacts related to the OVP and other pipelines near the Sycamore Crossing site would be less than significant.

Pipeline safety is regulated by the federal government for both inter-and intrastate pipelines under the Hazardous Liquid Pipeline Safety Act of 1979. The safety standards of this act are described in 49 CFR 195 and include design, construction, and operation of pipelines. California has a number of additional pipeline safety programs. State law prohibits building structures on pipeline rights-of-way.

The project is subject to the policies, programs, and mitigation measures incorporated into the City's *General Plan Update EIR*, including those that pertain to development near pipelines, ~~as described below.~~ The following mitigation measures have been modified to address the project-specific impact:

**MM HAZ-~~2e~~2a:** Consistent with pipeline operators' standards, no buildings or other structures that could impede access shall be installed in any pipeline right-of-way.

**MM HAZ-~~2b~~f:** The City shall permit pipeline operators, including the Chevron Pipeline Company and East Bay Municipal Utility District, with pipelines and pipeline rights-of-way adjacent to parcels subject to Tentative Map approval to review these maps.

**MM HAZ-2cg:** Prior to the start of construction on any parcel that includes or is bordered by a pipeline or pipeline right-of-way or easement, the City shall consult with the Rodeo-Hercules Fire Protection District, Chevron Pipeline Company, East Bay Municipal Utility District, and the operator(s) of affected pipeline(s) regarding the adequacy of safety procedures for pipeline accidents.

**MM HAZ-2dh:** The City shall consider a requirement that sponsors of residential development notify homeowners of the presence of adjacent or nearby pipelines.

The alignment of the existing petroleum pipeline and water line would be relocated to the eastern perimeter of the Hill Town site and outside of any proposed building footprint before the redevelopment of the area. No structures would be built within the pipeline rights-of-way. Implementation of these existing policies, regulatory requirements, and the mitigation measures listed above would reduce the

**Mitigation Measure TRAF-1**, which would reduce Redevelopment Plan-related project-level impacts to a less than significant level, would also reduce cumulative impacts at the intersections of San Pablo/Linus Pauling, Sycamore/Palm, Willow/Palm, Willow/BART Replacement Parking E. Driveway, and Sycamore/S. Front. However, the following mitigation measure would also be required to reduce cumulative traffic impacts to less than significant. **Mitigation Measure TRAF-54** would require that appropriate intersection improvements be implemented under cumulative conditions, in order to reduce intersection LOS to acceptable levels for the corresponding eight intersections listed above. With the incorporation of these mitigation measures, the proposed redevelopment plan would not create cumulative traffic impacts to LOS that would exceed City standards.

**MM TRAF-54:** Contributions to the following intersection improvements shall be required of the proposed Hill Town and Sycamore Crossing developments:

**San Pablo/John Muir:** Develop programs to encourage public transit use that will reduce vehicle trips by 15 percent for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift is assumed in the mitigation effectiveness analysis. – *Mitigation required under 2035 Conditions.*

**San Pablo/Sycamore:** Develop programs to encourage public transit use that will reduce 15 percent vehicle trips for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift traffic to and from Sycamore Ave. east of San Pablo is assumed in the mitigation effectiveness analysis. – *Mitigation required under 2035 Conditions.*

**San Pablo/Linus Pauling:** Install traffic signals. Add left-turn and right-turn lane into the site. Access driveway should provide two outbound lanes and one inbound lane (not required if mitigated under previous scenario). – *Mitigation required under project (Sub-scenarios A and B) and 2035 Conditions.*

**Willow/BART Replacement Parking E. Driveway:** Install traffic signal plus widen Willow Avenue and add turn lanes on Willow. Coordinate mitigation with BART Replacement Parking improvement plan. – *Mitigation required under project (Sub-scenario A) and 2035 conditions.*

**Sycamore/S. Front:** Install traffic signals. Add a westbound left-turn lane if a driveway for Sycamore Crossing is added to the intersection. – *Mitigation required under project (Sub-scenarios A and B) and 2035 conditions.*

and development, the City of Hercules has developed plans to relocate its eastbound I-80–SR-4 ramps from its current location farther east to a point near Palm Avenue. This move is expected create another gateway access to Hercules to share the traffic load on San Pablo and Sycamore Avenues. In addition, the City plans to widen Willow Avenue between Sycamore Avenue and SR-4 from two lanes to four lanes. When completed, these projects are expected to reduce the overall congestion in the area and improve travel time. Implementation of **Mitigation Measures TRAF-1** and **TRAF-45** would relieve the congested conditions contributing to effects on transit service and would reduce potential impacts to a less than significant level. In addition, providing bus priority signal operation is a widely used strategy that would also improve bus operation and should be considered as part of the City’s long-term improvement program.



SOURCE: Impact Sciences, Inc. - November 2008

FIGURE 2.0-3

Aerial Photograph of the Sycamore Crossing Site

## 3.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

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### 3.1 INDEX TO COMMENTS

As described in **Section 1.0, Introduction**, all comments on the Draft Environmental Impact Report (EIR) received in writing have been coded, and the codes assigned to each comment are indicated on the written communication that follow. All agencies, organizations, and individuals who commented on the Draft EIS/EIR are listed in **Table 3.0-1, Index to Comments**, below.

---

**Table 3.0-1  
Index to Comments**

Commenter Code	Agency/Organization/Individual – Name
A	Terry Roberts, Governor’s Office of Planning and Research
B	Remedios V. Sunga, California Department of Toxic Substances Control
C	Lisa Carboni, California Department of Transportation
D	Jamar Stamps, Contra Costa County Department of Conservation and Development
E	William Kirkpatrick, East Bay Municipal Utility District
F	Myrna L. de Vera, Chairperson, Hercules Planning Commission
G	Belinda Espinosa, City of Pinole
H	Christina M. Atienza, West Contra Costa Transportation Advisory Committee
I	Jeffrey Wisniewski
J	M. Scott Mansholt, Chevron Environmental Management Company

---



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

March 13, 2009

Elizabeth Warmerdam  
City of Hercules  
111 Civic Drive  
Hercules, CA 94547

Subject: Hercules Updated 2009 Redevelopment Plan  
SCH#: 2008112049

Dear Elizabeth Warmerdam:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 12, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2008112049  
**Project Title** Hercules Updated 2009 Redevelopment Plan  
**Lead Agency** Hercules, City of

**Type** EIR Draft EIR

**Description**

1. An amendment to the Amended and Restated Redevelopment Plan for the Merged Dynamite and Project Area No. 2.
2. Amending the City's General Plan land use designation for Hilltown from Industrial to Planned Commercial-Residential and Sycamore Crossing from General Commercial to Planned Commercial - Residential.
3. Amending the City's zoning designation for Hilltown from Industrial to PC-R Planned Commercial Residential Mixed Use District and Sycamore Crossing from General Commercial to PC-R Planned Commercial Residential Mixed use District.
4. Amending the City's Zoning Ordinance, Chapter 15 PC-R Planned Commercial Residential Mixed Use District, to include "hotel" as a conditional use.

The DEIR is a project level DEIR for the potential development on Hill Town and a program DEIR for the remainder of the proposed project.

**Lead Agency Contact**

**Name** Elizabeth Warmerdam  
**Agency** City of Hercules  
**Phone** 510 799-8231 **Fax**  
**email**  
**Address** 111 Civic Drive  
**City** Hercules **State** CA **Zip** 94547

**Project Location**

**County** Contra Costa  
**City** Hercules  
**Region**  
**Lat / Long**  
**Cross Streets** Sycamore Avenue and San Pablo Avenue  
**Parcel No.** 404020057, 404020058, 404040064  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** 180, Hwy 4  
**Airports**  
**Railways** UP/SP and BNSF  
**Waterways** San Pablo Bay  
**Schools** West Contra Costa Unified  
**Land Use** Industrial and General Commercial

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, District 4; Department of Housing and Community Development; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report  
State Clearinghouse Data Base

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*Date Received* 01/27/2009    *Start of Review* 01/27/2009    *End of Review* 03/12/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

***Response to Comment Letter A***

This letter is an acknowledgment that the City of Hercules has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. No further response is required.



Linda S. Adams  
Secretary for  
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director  
700 Heinz Avenue  
Berkeley, California 94710-2721



Arnold Schwarzenegger  
Governor

March 5, 2009

Ms. Liz Warmerdam  
City of Hercules  
111 Civic Drive  
Hercules, California 94547

*Clear*  
*3-12-09*  
*e*

RECEIVED  
MAR 10 2009  
STATE CLEARING HOUSE

HERCULES UPDATED 2009 REDEVELOPMENT PLAN, HERCULES, CALIFORNIA-  
DRAFT ENVIRONMENTAL IMPACT REPORT, SCH #2008112049

Dear Ms. Warmerdam:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Hercules Updated 2009 Redevelopment Plan for the City of Hercules, California. The California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Responsible Agency, DTSC is submitting comments to ensure that the California Environmental Quality Act (CEQA) documentation prepared for this project adequately addresses any activities which may be required to investigate and remediate any hazardous substances release.

The proposed project in the EIR includes, among other things, amending the City's General Plan land use designation for the Sycamore Crossing property from General Commercial to Commercial-Residential and for the Hill Town property from Industrial to Planned Commercial Residential Mixed Use District. Sycamore Crossing is a vacant 14-acre property that used to be a part of the property where the Hercules Powder Company had operated an explosives manufacturing facility. Hill Town is a 44-acre property formerly owned by PG&E that consists of an abandoned petroleum tank farm and a storm water treatment facility.

DTSC provides the following comments or additional information on the proposed project.

SYCAMORE CROSSING PROPERTY

The Sycamore Crossing property was a portion of the Hercules Inc. site that was investigated and remediated under DTSC's oversight. DTSC certified the completion of

1

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remediation of the entire Hercules Inc. site to unrestricted land use standards in November 1992; however, the Sycamore Crossing property was remediated earlier through separate removal actions at the City's request for its immediate use as a ball park. Approximately 200 cubic yards of contaminated soil were removed from this property in March 1986. As discussed in the EIR, site assessments were conducted at this property by others in 1997, 2004 and 2007 after DTSC certification of the removal actions. The EIR concludes that the contaminant concentrations detected during the site assessments would not pose a significant risk to future residential occupants. DTSC concurs with this conclusion and believes that the previous removal actions have made the Sycamore Crossing property suitable for the proposed commercial-residential development. DTSC's core records for the Hercules Inc. site can be viewed from its EnviroStor database at the following link:  
[http://www.envirostor.dtsc.ca.gov/public/profile\\_report.asp?global\\_id=07280156](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=07280156)

1

#### HILL TOWN PROPERTY

The property currently consists of an abandoned petroleum tank farm and a storm water treatment facility with detention basins, and a cell tower. Several site assessments have been conducted at this property that found petroleum hydrocarbons and volatile organic compounds (VOCs) in soil and/or groundwater. The results of the assessments were summarized but the assessment reports were not included in the EIR. The EIR states that remediation would require testing the entire property, removing all tanks and piping, and documenting any presence of petroleum hydrocarbons during the demolition process. Remediation is recommended for the property but the remedial methods are not discussed in the EIR.

2

Since DTSC was not involved in the investigation of the Hill Town property, DTSC cannot ascertain the adequacy of the soil and groundwater sampling. The property should be adequately characterized so that remedial alternatives can be appropriately evaluated and selected. Selecting a remedial method(s) is an important consideration in a redevelopment plan. For example, the development may need to be designed so that residential buildings are not constructed in areas where contaminated soil or groundwater will remain on-site or if contaminated soils are capped under pavement or buildings, land use restrictions may be required. In addition, since VOCs are present at the property, vapor intrusion into indoor air should also be evaluated. Mitigation measures may be needed in VOC-contaminated areas that should be incorporated in the design of building foundations for the planned commercial and residential development.

3

4

If cleanup activities include the need for soil excavation and offsite disposal, the EIR or subsequent project-specific CEQA documents should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of

5

Ms. Liz Warmerdam  
March 5, 2009  
Page 3 of 3

any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

5

If you have any comments or questions or would like DTSC assistance on the remediation of the proposed project, please contact me at (510) 540-3840 or by e-mail at [rsunga@dtsc.ca.gov](mailto:rsunga@dtsc.ca.gov).

Sincerely,

*RV Sunga*  
Remedios V. Sunga  
Project Manager  
Brownfields and Environmental Restoration Program  
Berkeley Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street  
Sacramento, California 95814

Guenther Moskat  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

## ***Response to Comment Letter B***

### **Response to Comment B-1**

The comment describes remediation actions that took place on the Sycamore Crossing property and notes that the DTSC concurs with conclusions in the EIR about the risk of contaminant concentrations on future residential occupants. The comment is noted.

### **Response to Comment B-2**

Mitigation Measure HAZ-1 requires preparation of a work plan for decommissioning and dismantling the remaining industrial structures associated with the former tank farm on the Hill Town property. The work plan would be submitted to the RWQCB and other appropriate regulatory agencies for review and approval prior to decommissioning and dismantling work.

The work plan would propose additional site investigation for the property to evaluate the lateral and vertical extent of petroleum hydrocarbon impacted soil and groundwater beneath the site, as well as remediation as necessary based on the results of the soil and groundwater investigations. The text in Mitigation Measure HAZ-1 has been revised to describe the type of remedial activities that could be involved in site remediation at the Hill Town property. Additions to the text are shown in **Section 2.0, Revisions to the Draft EIR** and **Section 4.0, Mitigation Monitoring and Reporting Program**.

### **Response to Comment B-3**

The comment requests discussion of the remediation methods to be used as part of the work plan. The work plan prepared by qualified and licensed environmental professional(s) would consider options for remediation in the event that contaminated soil or groundwater is identified on the Hill Town site. Future development on the site could be designed such that residential buildings are not constructed in areas where contaminated soils or groundwater will remain on site. If contaminated soils are capped under pavement or buildings and pose a substantial risk to future residents, the work plan will require that land use restrictions be implemented. The details above have been added to the text in Mitigation Measure HAZ-1, and included in **Section 2.0, Revisions to the Draft EIR** and **Section 4.0, Mitigation Monitoring and Reporting Program**.

### **Response to Comment B-4**

Given that VOCs are present on the Hill Town property, the environmental professional(s) identified in Mitigation Measure HAZ-1c will evaluate vapor intrusion into indoor air. If needed, the work plan would

include measures for VOC-contaminated areas that would be incorporated in the design of building foundations for the planned commercial and residential development.

The details above have been added to the text in Mitigation Measure HAZ-1, and included in **Section 2.0, Revisions to the Draft EIR** and **Section 4.0, Mitigation Monitoring and Reporting Program**.

**Response to Comment B-5**

As described in Mitigation Measure HAZ-1, the work plan prepared for the Hill Town site could require soil excavation and off-site disposal. Soil and groundwater affected by hazardous materials, if identified, would be remediated or removed to levels below the ESLs established by the RWQCB and/or other applicable cleanup criteria. Air quality, noise, and transportation impacts associated with earth moving activities were evaluated in the applicable sections of the Draft EIR. The risk of upset associated with the Hill Town site is evaluated in Impact HAZ-1.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 622-5491  
FAX (510) 286-5559  
TTY 711



Flex your power!  
Be energy efficient!

March 12, 2009

CCGEN012  
SCH #2008112049

Ms. Elizabeth Warmerdam  
City of Hercules  
111 Civic Drive  
Hercules, CA 94547

Dear Ms. Wehrmeister:

**Hercules Updated 2009 Redevelopment Plan – Draft Environmental Impact Report**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Hercules Updated 2009 Redevelopment Plan Project. The following comments are based on the Draft Environmental Impact Report (DEIR). As the lead agency, the City of Hercules is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City of Hercules work with both the applicant and the Department to ensure that our concerns are resolved during the California Environmental Quality Act (CEQA) process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

1

2

**Community Planning**

This project will have a significant impact on Interstate 80 (I-80) by adding trips where conditions are already at an unacceptable level of service (LOS) level. To lessen impacts on I-80, the City can decrease vehicle trips and vehicle miles traveled (VMT) by improving pedestrian/bike connectivity between high density/mix-used development areas and transit centers. The west side of I-80 is shown to have future retail, offices, and a transit village at John Muir Parkway and San Pablo Avenue, which is within walking distance of the existing transit center at Sycamore and San Pablo Avenues. The City's proposal to move the transit

3

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center to the east side of I-80 will place it beyond walking distance from this future development, discouraging use of the transit center. Please evaluate whether the loss in use of the transit center from residents of the mixed-use development site will be more than offset by gains in ridership from other areas of the City and region if the transit center is moved to the east side of I-80. The transit center should not be moved if it results in a loss of ridership.

3

**Highway Operations**

Please include traffic analysis of variables affecting State Route 4 (SR-4) and I-80 mainlines, connectors, ramp intersections, nearby interchanges, and feeder streets. In addition, the traffic analysis should include trip generation and distribution, schematic illustration of traffic conditions for existing, project, existing plus project, cumulative and cumulative plus project.

4

Although the eastbound I-80 SR4 ramps/Willow Avenue are proposed to be relocated, they still should be included in the operational analysis because the proposed ramps have to accommodate the additional traffic from the Hill Town and Sycamore Crossing developments.

5

Please provide specific detailed analysis for Mitigation Measure TRAF-5 for the San Pablo/John Muir intersection with respect to shifting ramps eastward.

6

Please revise Figure 2.0-3, on page 2.0-7, to show Sycamore Crossing not Hercules Crossing. Because the proposed development is in the vicinity of the I-80/SR4 interchange, the freeway to freeway interchange movement should be evaluated for traffic impact.

7

**Encroachment Permit**

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

8

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

*"Caltrans improves mobility across California"*

Ms. Elizabeth Warmerdam  
March 12, 2009  
Page 3

Please feel free to call or email Luis Melendez of my staff at (510) 286-5606 or [Luis\\_Melendez@dot.ca.gov](mailto:Luis_Melendez@dot.ca.gov) with any questions regarding this letter.

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse

*"Caltrans improves mobility across California"*

## *Response to Comment Letter C*

### **Response to Comment C-1**

The project's process for identifying and implementing fair share contribution, financing, scheduling, implementation responsibility, and lead agency monitoring are presented in Section 4.0, Mitigation Monitoring and Reporting Program.

### **Response to Comment C-2**

The City is required to obtain an encroachment permit in the State right of way. The comment is noted. The City will work with the applicant and Department of Transportation to resolve any traffic-related concerns.

### **Response to Comment C-3**

A discussion of freeway traffic conditions is included in Section 3.12, Transportation and Traffic, of the Draft EIR. Existing freeway volumes are shown in Table 3.12-1, freeway segment volumes under project conditions are shown in Table 3.12-11, and freeway segment volumes under 2035 conditions are shown in Table 3.12-15. The requested **Freeway Mainline and Ramp Operation Analysis** table is included in **Appendix 3.0** of this Final EIR. As shown in this table, under 2035 conditions, one I-80 freeway segment and two ramps are projected to operate at LOS F, due to cumulative regional growth. The CCTA CMP has established a standard of LOS F for I-80 and SR-4 in the vicinity of the project. This standard recognizes that I-80 already experiences severe congestion, particularly at major regional bottlenecks (e.g., the Carquinez Bridge and the MacArthur maze in Oakland). The proposed project would contribute a very small fraction of the cumulative traffic increase. The trip distribution analysis indicated that the traffic from the Sycamore Crossing and Hill Town projects would travel from the project sites to and from both I-80 and SR-4, but is not expected to travel from freeway to freeway. The two projects would add approximately 685 daily vehicle trips to I-80 north of SR-4, 2,214 daily trips to I-80 south of SR-4, and 656 daily trips to SR-4, representing increases of 0.5 percent, 1.1 percent, and 1.3 percent respectively (see **Table 3.12-11**).

As noted in the Draft EIR (page 3.12-36), the City of Hercules does not have a specific impact threshold related to traffic volume increase. The comment describes potential measures that could be taken to reduce long-term congestion on freeway segments, including decreasing vehicle trips and vehicle miles traveled by improving pedestrian and bicycle connections between high density/mixed-use development areas and transit centers. The proposed project is part of and consistent with the City's long-term strategy to reduce private vehicle use and promote the use of public transit, walking, and cycling both within the

City and for commuting. The proposed project sites are located between two existing and planned transit centers: the proposed Hercules Intermodal Transit Center, which would be located on the City waterfront approximately 1 mile west of the two project sites and would include train, ferry, and bus service, and the existing Hercules Transit Center (the BART park-and-ride lot and commuter and local bus terminal). The Intermodal Transit Center project includes completion of John Muir Parkway west of I-80 to the waterfront, which would provide a more direct route to the proposed transit center from most areas in Hercules and would include sidewalks and bike paths.

With regard to the comment on moving the Hercules Transit Center, this project has already been approved and was subject to its own environmental review. Moving this transit center would provide improved access to public transit for existing Hercules residents on the east side of I-80, and would be within walking distance of the Hercules New Town Center, a major new mixed-use development recently approved by the City. The Hercules Transit Center would also be linked to areas on the west side of I-80 and to the proposed Intermodal Transit Center by bus service, sidewalks, and designated bike routes. These links would allow and encourage greater use of walking, cycling, and especially transit for commuting, ultimately reducing the long-term growth in traffic on local freeway segments.

#### **Response to Comment C-4**

The traffic report prepared for the project includes trip generation and distribution assumptions and traffic volumes for various study scenarios. Graphic illustrations of the traffic conditions under these study scenarios are included in Appendix 3.12 of the Draft EIR. Street intersections near freeways were evaluated for all study scenarios in **Tables 3.12-9, 3.12-10, and 3.12-14** in the Draft EIR. **Appendix 3.0** of this Final EIR includes the requested additional freeway mainline and ramp analyses and schematic illustrations of traffic conditions for existing, project, existing plus project, cumulative (2035), and 2035 plus project conditions.

The traffic conditions illustrated in this additional information are consistent with those described in the Draft EIR.

#### **Response to Comment C-5**

The traffic study for the proposed project evaluated the current Interstate 80 and State Route 4/Willow Avenue ramp under existing, background, and project conditions. For 2035 conditions, relocation of the ramps was assumed. The specific configuration and capacity of the proposed new ramp location was not evaluated for 2035 cumulative conditions because the design concept, lane configuration, and traffic control have not been finalized. The proposed ramp relocation is currently undergoing a separate environmental review that addresses these issues.

**Response to Comment C-6**

The LOS calculations for the San Pablo/John Muir intersection are shown in **Appendix 3.0** of this Final EIR. The evaluation assumed that of the traffic currently using the San Pablo-Sycamore Avenue corridor for gateway access to and from Hercules, 15 percent would use public transportation and 30 percent would use the new interchange. Without implementation of the Willow Avenue ramp relocation project, the City would need to consider other alternatives such as reconfiguring the intersection.

**Response to Comment C-7**

**Figure 2.0-3** has been revised as requested in the comment. The trip distribution analysis indicated that project-generated traffic would travel from the project site to and from either Interstate 80 or State Route 4. Project-generated traffic is not expected to travel from freeway to freeway.

**Response to Comment C-8**

The comment is a description of the application requirements for an encroachment permit for work or traffic control that encroaches onto the State ROW. The City would require the project sponsor to obtain all necessary permits prior to commencing work on the project.

Department of Conservation & Development

Contra Costa County

Catherine O. Kutsuris  
Director

Aruna Bhat  
Deputy Director  
Community Development Division

Community Development Division

County Administration Building  
651 Pine Street  
North Wing, Fourth Floor  
Martinez, CA 94553-1229  
(925) 335-1220



Phone:

March 12, 2009

Liz Warmerdam, Project Manager  
City of Hercules, Redevelopment Agency  
111 Civic Drive  
Hercules, CA 94547

**RE: Comments on Hercules Updated 2009 Redevelopment Plan DEIR.**  
**Lead Agency: City of Hercules**

Dear Ms. Warmerdam:

Thank you for providing the Department of Conservation and Development, Contra Costa County an opportunity to comment on the above captioned project. After reviewing the environmental document, the Transportation Planning Section would like to provide the following comments on the *Transportation and Circulation* section and analysis presented in the DEIR:

1. **Page 3.12-22:** It is stated that “a 10 percent reduction factor for public transit use was applied to the residential trip generation.” The FEIR should provide more insight on how this was analyzed, and how this definitive factor was drawn. Also, does this reduction reflect the current and future economic situation; i.e. budget cuts and transit service reductions?  
  
At least one other mitigation measure proposes developing programs to encourage public transit, and further specifies reduction goals. What would these programs entail and how would they be monitored?
2. **Page 3.12-31 and 32:** Does the “Traffic Signal Warrant Analysis” include the I-80/SR-4/Willow Road ramp relocation project? The project is approximately 8 – 10 years away, the FEIR and the signal warrant analysis should consider the future implementation of this project, if it has not already.
3. **Page 3.12-34 and 35:** The DEIR jumps from “Impact Traf-3” to “Impact Traf-5.” Is there a fourth traffic impact, or was this just a typo?

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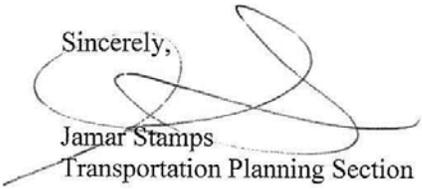
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Ms. Warmerdam  
December 17, 2008  
Page 2 of 2

If you have any questions or concerns regarding the above comments, please do not hesitate to contact me at the above telephone number, or e-mail me at [jstam@cd.cccounty.us](mailto:jstam@cd.cccounty.us). Again, thank you for the opportunity to respond to the DEIR. The County looks forward to being involved in the review of FEIR for the proposed project.

Sincerely,



Jamar Stamps

Transportation Planning Section

cc: S. Goetz, DCD  
P. Roche, DCD  
M. Halle, PWD

## ***Response to Comment Letter D***

### **Response to Comment D-1**

As the comment notes, a 10 percent reduction factor for public transit use was applied to the residential trip generation. In general, a 10 percent trip reduction is considered acceptable and achievable in transportation planning practice. In this case, the 10 percent trip reduction is supported by the 2000 census data that indicated that more than 9 percent of employed residents (16 years or older) in Hercules use either public transportation or other means to travel to and from work. This factor does not reflect current economic conditions, transit budget cuts, or fuel cost. High fuel cost and poor economic conditions could increase the demand for public transportation and as a result reduce overall traffic, as experienced during recent economic down turns and high gas prices. However, given the uncertainty surrounding budget cuts and potential transit service reductions, it would be speculative to evaluate public transit use based on the current and future economic situation.

Trip reduction programs could include carpools, vanpools, and shuttle buses to carry residents to and from the new transit center and the ferry and train station. In addition, the City could also add or improve existing pedestrian sidewalks, trails, and bike lanes, especially along San Pablo Avenue, connecting the project sites to the new transit center and the future Intermodal Transit Center. This would encourage bicycling and walking as viable means of transportation. Both project sites (Hill Town and Sycamore Crossing) are located within walking or biking distance of Hercules' employment center northwest of the San Pablo Avenue/John Muir Parkway intersection.

The City or its designated representatives would monitor the effectiveness of the ride-share programs by recording and checking the number of people enrolled and transit passenger count data on a monthly or annual basis depending on needs. The City of Hercules currently has a biennial traffic counting and monitoring program, which collects traffic count data and evaluates peak hour traffic operations (LOS) for city intersections regularly to identify unacceptable LOS conditions so that mitigation strategies can be formulated in a timely manner.

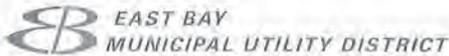
### **Response to Comment D-2**

The traffic signal warrant analysis was conducted for all of the non-signalized intersections for existing conditions, background conditions, project conditions, and 2035 cumulative conditions, which has assumed the relocation of the existing eastbound Interstate 80/State Route 4/Willow Avenue interchange.

**Response to Comment D-3**

The Draft EIR text has been revised to correct the typographical error. Please see **Section 2.0, Revisions to the Draft EIR**.

5a



March 9, 2009

Liz Warmerdam, Project Manager  
City of Hercules  
111 Civic Drive  
Hercules, CA 94547

Re: Notice of Availability of a Draft Environmental Impact Report - Hercules Updated 2009 Redevelopment Plan, Hercules

Dear Ms. Warmerdam:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Hercules Updated 2009 Redevelopment Plan. EBMUD has the following comments.

**WATER SERVICE**

The Draft EIR includes project level analysis for the proposed Hill Town and Sycamore Crossing Developments that was not anticipated and/or included in the Notice of Preparation; hence a Water Supply Assessment (WSA) pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code will be required as the project would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project. EBMUD received your request for a WSA for this project on February 18, 2009. In preparation of the WSA, EBMUD has already contacted the project sponsor to gather data and estimates of future water demands for the project area. Please be aware that the WSA can take up to 90 days to complete from the day the request is received.

1

EBMUD's Maloney Pressure Zone, with a service elevation range between 0 and 200 feet, will serve the proposed development. Water main extensions, at the project sponsor's expense, will be required to serve the proposed development. Water mains cannot be extended beyond the 200 foot elevation; therefore, depending on the final elevations of the proposed development, Limited Pressure Service Agreements may be required to provide water service to any portions of the development located above 200 feet. A Limited Pressure Service Agreement recommends the installation and maintenance of individual pumping facilities (hydropneumatic service), at the project sponsor's expense, to maintain adequate pressure to the premises at all times. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services requires

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substantial lead-time, which should be provided for in the project sponsor's development schedule.

2

EBMUD owns and operates transmission pipelines in EBMUD right-of-way (R/W 503, R/W 2403) that traverse the proposed Hill Town and Sycamore Crossing Developments, which provide continuous service to EBMUD customers in the area. The integrity of these pipelines needs to be maintained at all times. Any proposed construction activity in EBMUD right-of-ways would be subject to the terms and conditions determined by EBMUD including relocation of the water mains and/or right-of-ways, at the project sponsor's expense.

3

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

4

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

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**GEOLOGY**

On page 3.5-14, under Geology and Soils, it states that the site-specific geotechnical investigation identified potential landslide hazards, including area of soil creep and a landslide deposit, at the Hill Town site. When the project sponsor applies for water service, any proposed landslide mitigation measures for the development will need to be submitted to EBMUD for review to confirm that that no landslide impact hazard is posed to proposed water main extensions that will serve the developments.

6

Liz Warmerdam, Project Manager  
March 9, 2009  
Page 3

5c

### WATER RECYCLING

The Sycamore Crossing and Hill Town sites are located approximately 8 miles northeast of EBMUD's North Richmond Water Reclamation Plant, and about 2 miles east of the Pinole-Hercules Wastewater Treatment Plant. Both proposed developments are not likely candidates for recycled water due to minimum irrigation demands. The cost to provide recycled water to these project sites would be high due to the extensive length of distribution system required. However, EBMUD requests that the developers contact and coordinate with EBMUD during project planning to confirm the feasibility of using recycled water.

7

### WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD would request that the City of Hercules include in its conditions of approval a requirement that the project sponsor comply with the Assembly Bill 325, Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense. EBMUD staff would appreciate the opportunity to meet with the project sponsor to discuss water conservation programs and best management practices applicable to the project area. A key objective of this discussion will be to explore timely opportunities to expand conservation via early consideration of EBMUD's conservation programs and best management practices applicable to the project.

8

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



William R. Kirkpatrick  
Manager of Water Distribution Planning

WRK:TRM:sb  
sb09\_032.doc

## ***Response to Comment Letter E***

### **Response to Comment E-1**

A Water Supply Assessment (WSA) is being prepared for the project in accordance with Section 10910-10915 of the California Water Code. The WSA document will be consistent with the Draft EIR and will be completed prior to approval of the project. Project approval cannot occur if the WSA does not establish that there is adequate water supply to serve the project.

### **Response to Comment E-2**

The project sponsor understands that a Limited Pressure Service Agreement with EBMUD may be required for provision of water service to any portions of the proposed development located above 200 feet. The project sponsor will work with EBMUD's New Business Office to request a water service estimate to determine costs, conditions, and schedule for providing water service to the proposed developments.

### **Response to Comment E-3**

Prior to construction activities on a parcel that includes a pipeline or pipeline right-of-way, Mitigation Measure HAZ-2 would require that the City consult with the pipeline operator regarding safety procedures for pipeline accidents. Construction activities associated with the project would be required to comply with the terms and conditions determined by EBMUD for construction activities near EBMUD rights-of-way 503 and 2403.

### **Response to Comment E-4**

Extensive information regarding soil and groundwater quality at the project site is available and would be supplied at the time the applicant applies for EBMUD services. As described in Impact Haz-1, implementation of the project would involve site cleanup for hazardous materials. The site cleanup activities would be heavily regulated by state and federal statute. Further, implementation of Mitigation Measure HAZ-1 would ensure that no soil or groundwater contamination exists after the cleanup. Mitigation Measure HAZ-1c would require preparation of a work plan that would establish the methodology necessary to identify, remediate, or remove the contaminated soil and groundwater.

### **Response to Comment E-5**

As described above, it is anticipated that the project site cleanup would occur in compliance with state and federal regulations and before any work is performed that could affect utility infrastructure.

Information about soil and groundwater quality at the site would be provided to EBMUD at the time the applicant applies for services.

**Response to Comment E-6**

As noted by the comment, Mitigation Measure GEO-2a requires that development of the proposed Hill Town project comply with the recommendations of the site-specific geotechnical report for site preparation, grading, retaining wall construction, and foundation design. It is anticipated that the applicant would submit all required documentation, including any proposed landslide measures, as part of the application for water service.

**Response to Comment E-7**

The comment is noted. Developers of the project would work with EBMUD during the project planning and would confirm the feasibility of using recycled water at that time.

**Response to Comment E-8**

As noted in the comment, the project would be required to incorporate water conservation measures as set forth in Assembly Bill 325, Model Water Efficient Landscape Ordinance. It is anticipated that the project sponsor would work with EBMUD for the provision of water service.

March 12, 2009

Liz Warmerdam  
Project Manager  
Updated 2009 Redevelopment Plan Draft EIR  
City of Hercules

Dear Liz Warmerdam,

Thank you for the Updated 2009 Redevelopment Plan Draft EIR. These are my comments and questions:

Impact Aes-3: “The proposed project would alter the existing visual character of the sites and could substantially degrade the existing visual character and quality of the site and its surroundings.”

Comment: My initial reaction was to disagree with this analysis because as I would drive by San Pablo Avenue, I visualized the hideous-looking petroleum tanks being replaced by a hillside of Tuscany-inspired homes; thus, I was imagining how the project would upgrade the quality of the site and its surroundings. However, the conceptual previews and post views of the proposed massing of the buildings (3.1-3) did illustrate the significant aesthetic impact of the project on the north San Pablo and northwest I-80.

1

Impact Haz-1:

Question: The developer had commenced the decommissioning and dismantling of the petroleum storage tanks in 2008, before an EIR was studied. Have the project manager been utilizing the mitigation measures outlined in the EIR as they embarked on the first phase of decommissioning/dismantling to prevent potential release of hazardous materials into the environment?

2

Public Services Impact Pub 1, Pub-2, Pub-3, and Pub-4:

EIR’s analysis that impacts on the fire and emergency facilities, police facilities, school, and park and recreation facilities will be less than significant. Please explain how our public service facilities would not be impacted with the additional population of 359 in Sycamore Crossing and 1,350 in Hill Town plus the cumulative effects of the other upcoming Hercules projects. Is paying the development impact fees a sufficient measure to mitigate the potential impacts to the Hercules public services?

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Air Quality Impact AQ-6:

Regarding the mitigation measures to counter the greenhouse gases and cumulative impacts of global climate change, were green building codes for construction considered

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as means to mitigate such impacts? Do the developers/builders plan to use green building standards and have the buildings and project LEED-certified?

5

Geology and Soils Impact Geo-2:

Please explain more about the Geologic Hazard Abatement District (GHAD). The agency seems like a useful advisory body to address the geologic hazards, especially with the hillside topography of the Hill Town project and the potential risks of land slides; I would like to clarify how the state agency will be organized, funded, and managed to fulfill its duties.

6

Transportation and Circulation

As I expressed during the Planning Commission workshop on February 17, I am surprised that the traffic and circulation impacts would be less than significant, especially after recently studying the New Town Center EIR, which had concluded that traffic would be a significant and unavoidable impact. For the benefit of the public and the other commissioners who were not present at the workshop, please explain again why there is a disparate conclusion between both EIRs and why you believe the mitigation measures presented in this EIR would reduce the transportation and circulation impacts.

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Again, thank you for the thorough and comprehensive study you have prepared in this Environmental Impact Report, and I am looking forward to reading the Final EIR.

Sincerely,

Myrna L. de Vera  
Chairperson, Hercules Planning Commission

## ***Response to Comment Letter F***

### **Response to Comment F-1**

The comment agrees with the analysis in the Draft EIR and is noted. The comment will be included as part of the record and will be made available to the City of Hercules Planning Commission and Council prior to the final decision on the proposed project.

### **Response to Comment F-2**

As described in Impact Haz-1, the remaining pump station facility structures were in the process of being demolished and dismantled at the time the Draft EIR was prepared and several petroleum tanks were decommissioned and dismantled prior to preparation of the Draft EIR. Site cleanup methods are heavily regulated by both federal and state statutes and procedures designed to bring contaminated sites into productive use. The decommissioning and dismantling work included removing hazardous materials from the pump station facility. Construction materials, including scrap metal and building debris, were transported to appropriate licensed off-site facilities for recycling or disposal. Hazardous materials such as ACMs, LBP, PCBs, petroleum fuels, affected soil, or groundwater were removed and transported to an appropriate hazardous waste facility. The same procedures would be followed for removal of the remaining tank and equipment on site. Finally, it is expected that follow-up soil testing would be performed to ensure that no further contamination exists on site.

As described in Section 3.0, Environmental Setting, Impacts, and Mitigation Measures, the EIR must describe the baseline physical conditions against which the project-related changes can be compared. For the resource topic of hazards and hazardous materials, impacts are evaluated in terms of changes that would result from development of projects that could occur under the proposed Updated 2009 Redevelopment Plan as compared to existing conditions, defined as the conditions present at the time of the November 10, 2008, Notice of Preparation. Therefore, although the dismantling and decommissioning of the petroleum storage tanks were not subject to the same mitigation measures, as were included in the EIR, because they were removed prior to November 2008, the work was required to be performed in conformance with the applicable regulations.

### **Response to Comment F-3**

The impact of additional population associated with the proposed project to public services and recreation was evaluated in the Draft EIR. Implementation of the proposed project would result in the need for additional fire and emergency, police, school and park and recreation services to serve the project-related population. However, as stated in Section 3.11, Public Services and Recreation, in the Draft

EIR, the payment of development fees and other exactions required as part of the development process would be considered sufficient mitigation for the increased demand on these services.

**Response to Comment F-4**

Please see Response to Comment C-3. The relevant service providers have indicated that payment of fees would contribute to new facilities and staff and would reduce the potential impacts of the proposed projects to a less than significant level.

**Response to Comment F-5**

Green building codes for construction were considered as means to mitigation impacts of the project related to greenhouse gases. Mitigation Measure AQ-4b requires the implementation of all feasible transportation reduction measures to reduce emissions associated with vehicle exhaust, including emissions of CO<sub>2</sub>. As part of the mitigation measure, buildings developed as part of the project would be required to incorporate the following measures in order to reduce CO<sub>2</sub> emissions:

- Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.
- Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods.

The mitigation measure has the potential to reduce project-related mobile source emissions by 15 percent. In addition Mitigation Measure AQ-6 requires the project's residential and commercial land uses as a whole shall achieve an energy efficiency standard equivalent to the California Energy Commission's Tier II standard. Specifically, the mitigation measure requires a 35 percent reduction in the residential building's combined space heating, cooling, and water heating energy and a 40 percent reduction in the residential building's space cooling (air conditioning) energy compared to the current Title 24 Standards. The green building codes are implicit in these mitigation measures.

While it is anticipated that green building standards would be followed, the City has not applied for LEED certification at this time. LEED certification may be achieved at the project-level stage and is assessed following building completion; it therefore cannot be conclusively evaluated during the planning process when an EIR is prepared.

**Response to Comment F-6**

A Geologic Hazard Abatement District (GHAD) or similar entity would be formed in order to manage seismic risks on the project site. Implementation and monitoring of Mitigation Measure Geo-2b, which requires the formation of a GHAD or similar entity for the purpose of identifying potential geologic hazards and carrying out measures to monitor and mitigate such hazards is described in **Section 4.0**.

The creation of a Geologic Hazard Abatement District (GHAD) would allow seismic risks to be managed in a way that would reduce potential impacts. As described in Impact Geo-2, in establishing a GHAD, a plan of control is prepared for the site to be included in the GHAD that identifies potential geologic hazards and measures to monitor and mitigate such hazards. Depending on the site and plan of control, GHADs may maintain open space areas, creek setbacks, drainage and storm water improvements, retaining walls, and other improvements that are necessary to be maintained and monitored so that the GHAD can carry out its functions.

As described in the Beverly Act of 1979, a GHAD is an independent entity with an elected board of directors, which would in turn appoint a clerk and a treasurer for the district. The Board can be the City Council or five owners of the real property in the District. In addition, Public Resources Code Section 26586 allows the directors to appoint other officers and delegate powers to these officers as appropriate to the GHAD's circumstances. In the majority of GHADs, the Directors appoint a GHAD Manager with the authority to perform the day-to-day operations of the GHAD. As part of the funding mechanism, the GHAD would be able to issue bonds, purchase and dispose of property, acquire property by eminent domain, levy and collect assessments, sue and be sued, and construct and maintain improvements.

**Response to Comment F-7**

The traffic study prepared for this EIR concluded that all of the signalized intersections would operate at acceptable LOS D and E conditions (LOS E is the lowest acceptable conditions for signalized intersection along San Pablo Avenue according to Hercules General Plan), while two non-signalized intersections will operate at unacceptable LOS F under the project conditions. The traffic studies for both the Hercules New Town Center and the proposed project concluded that the two San Pablo Avenue intersections at John Muir and Sycamore would operate at unacceptable LOS F conditions under the cumulative 2035 conditions.

However, as noted in the comment, the traffic study for the proposed project indicated that the unacceptable conditions could be mitigated if the City can develop ride share and carpool programs along with promoting public transportation use. Implementation of these measures would result in a 15 percent trip reduction. Further, the proposed new interchange near the Willow Avenue and Palm Avenue

intersection will create another gateway access to and from Hercules, and as a result provide an alternative route for motorists currently using the San Pablo Avenue corridor. Assuming that 30 percent of vehicles traveling to and from Hercules currently using the San Pablo Avenue and Sycamore Avenue corridor would shift to use the new interchange, the two San Pablo Avenue intersections at John Muir and Sycamore could improve from LOS F to LOS E, which is considered acceptable by City standards. To facilitate traffic diversion, the new interchange design must provide access and convenient connections to and from State Route 4, Interstate 80 (both east and west direction), Willow Avenue, and the Hercules waterfront area.

The 2000 census data indicated that more than 9 percent of employed residents (16 year or older) in Hercules use either public transportation or other means of transportation other than private vehicles to travel to and from work. It is anticipated that a 15 percent trip reduction for Hercules is attainable with the new transit center and the proposed rail and ferry station near the Hercules waterfront.

In the event that the strategies described above are not successful, intersection re-configuration and signal modification work would be needed.



# CITY OF PINOLE

Development Services Department

2131 Pear Street  
Pinole, CA 94564  
Phone: (510) 724-9000  
FAX: (510) 724-4921  
www.ci.pinole.ca.us

March 9, 2009

City of Hercules, CA  
Liz Warmerdam, Project Manager  
111 Civic Drive  
Hercules, CA 94547

Re: Hercules Updated 2009 Redevelopment Plan Draft EIR

Dear Ms. Warmerdam,

Thank you for the opportunity to comment on the Hercules Updated 2009 Redevelopment Plan Draft EIR. Staff has reviewed the Draft EIR and has comments related to Section 2.0 "Project Description," Section 3.12 "Transportation," and Section 3.13 "Utilities and Service" of the Draft EIR dated January 2009.

- Please provide an anticipated time frame when the City of Hercules will consider development of the Sycamore and Hill Town areas.
- The City requests that the intersection of Tennent Ave. & San Pablo Ave. be included in the traffic analysis so we can better determine the effect of the project on the San Pablo Ave. route of regional significance. Traffic often flows through this intersection to bypass congestion on I-80. Additionally, San Pablo Ave. is a thoroughfare to the Richmond Parkway. The development of Sycamore Crossing and the Hill Town areas envisioned in the project will create additional trips that may impact traffic on the San Pablo Ave. corridor in Pinole. We request this additional analysis in order to determine if mitigation measures are needed to address the secondary transportation impacts associate with the proposed project.
- The Pinole/Hercules Wastewater Treatment Plant is currently operating near its dry weather capacity. Please quantify the wastewater impacts associated with the future development of Sycamore Crossing and Hill Town areas and describe how these impacts will be mitigated to a less than significant level. The plant would not be able to accept this additional flow for treatment at this time without plant improvements. Both cities are conducting engineering studies to investigate how to provide capacity enhancements and a timetable for their construction. It is expected that the studies will be completed by June 2009.

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If you have any questions regarding this letter, please feel free to contact Associate Planner Anne Hersch, at (510) 741-3895.

Sincerely,

*Belinda Espinosa*  
Belinda Espinosa  
City Manager

*by M. Rhodes*  
Acting City Manager

C: Mary Roberts, Community Development Director  
Dean Allison, City Engineer  
Winston Rhodes, Planning Manager

## ***Response to Comment Letter G***

### **Response to Comment G-1**

The EIR examines the environmental impacts of amending the existing Redevelopment Plan Area, revising zone designations, and amending the *City of Hercules General Plan*. To be conservative, this EIR assumes development of the Sycamore and Hill Town areas would occur in the near-term, which could be in the next 3 to 5 years depending on market conditions.

### **Response to Comment G-2**

The City looked at traffic volumes from the project for all intersections and routes of regional significance. As shown in **Appendix 3.0** of this Final EIR, the intersection of Tennent Avenue and San Pablo Avenue currently operates at LOS A during AM and PM peak hours. The proposed project would add approximately 149 AM peak-hour trips and 188 PM peak-hour trips to and from the south via San Pablo Ave. With the addition of project-related trips, the intersection would continue to operate at LOS A for the AM and PM peak hours. Therefore, the project would not add substantial volumes of traffic to the intersection of Tennent Avenue and San Pablo Avenue. For these reasons, the intersection was not shown as an intersection of potential significance from the project.

### **Response to Comment G-3**

The evaluation of wastewater impacts for the proposed project is based on information from the City of Hercules Public Works Department (PWD). Based on recent discussions with the City of Pinole at the monthly Water Pollution Control Plant Joint Powers Agreement meeting, we have been assured that there is ample capacity in the short term to meet our needs. Discussions between the two cities are ongoing regarding long term capacity and alternatives.



El Cerrito

March 12, 2009

Hercules

Ms. Liz Warmerdam, Project Manager  
City of Hercules  
111 Civic Driver  
Hercules CA 94547

Pinole

*Via Electronic Mail: [lwarmerdam@ci.hercules.ca.us](mailto:lwarmerdam@ci.hercules.ca.us)*

RE: Hercules Updated 2009 Redevelopment Plan - Comments on Draft Environmental Impact Report

Richmond

Dear Ms. Warmerdam:

San Pablo

Thank you for the opportunity to review the subject Draft EIR. As required under the Measure C/Measure J Growth Management Program (GMP), the City's proposed general plan amendment (GPA) is subject to review by WCCTAC for consistency with the West County Action Plan, in particular to ensure that the project will not hinder the ability to achieve the multi-modal traffic service objectives (MTSOs) and actions associated with the Routes of Regional Significance that the proposed project may affect. On that basis, WCCTAC's comments are as follows:

Contra Costa County

1. Please indicate the magnitude of the net new peak hour vehicle trips that the project will generate. The net new peak hour vehicle trips is the difference between those generated by the proposed project and those generated under the land use and intensity assumptions of the Hercules General Plan. The threshold for WCCTAC's review is 100 net new peak hour vehicle trips. If the net new peak hour vehicle trips is not known, please stipulate whether the estimated magnitude is more or less than 100 trips. If the net new peak hour vehicle trips is less than 100, there is no need for further action on the traffic analysis for purposes of compliance with GMP requirements. If the net new peak hour vehicle trips is greater than or equal to 100, then the following comments also apply.

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AC Transit

BART

2. The basis for the GMP-related traffic analysis should be the 2008 Action Plan Update, Proposal for Adoption, dated December 18, 2008. While the document has not yet been adopted, it represents the current consensus among the West County jurisdictions and the most current information. The traffic analysis should explicitly describe the proposed project's impacts on the affected regional routes and their associated MTSOs and actions at build-out 2030 conditions. The MTSOs would preferably be treated as the thresholds of significance.

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WestCAT

Based on the 2008 Action Plan Update, the regional routes in the vicinity of the project include Interstate 80, San Pablo Avenue, State Route 4, Cummings Skyway, and Willow

13831 San Pablo Avenue, San Pablo, CA 94806  
Ph: 510.215.3035 ~ Fx: 510.237.7059 ~ [www.wcctac.org](http://www.wcctac.org)

Avenue. All regional route intersections that are assigned 50 or more peak hour vehicle trips from the proposed project should be analyzed.

If the proposed project is found to adversely affect the MTSOs or the ability to carry out the actions in the Action Plan, the project should be modified to mitigate those impacts and/or Hercules needs to request a modification to the Action Plan to accommodate the proposed project.

3. The West County Subregional Transportation Mitigation Fee Program (STMP) is now administered by WCCTAC. The project applicants shall be required to pay fees in accordance with the adopted STMP fee schedule. Those fees will contribute toward the cost of the eleven regional improvements that are to be funded by the STMP.
4. Please provide additional justification for the assumed 10 percent reduction factor for public transit use in the residential trip generation; and a more detailed description of the programs to encourage public transit use that would reduce vehicle trips by 15 percent, which are proposed as mitigation measures.

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We appreciate the opportunity to comment on the subject GPA and to facilitate Hercules' continued compliance with the Measure C/Measure J Growth Management Program. Please feel free to contact me at 510.215.3044 if you have any questions.

Sincerely,



Christina M. Atienza  
Executive Director

cc: WCCTAC Board  
WCCTAC-TAC  
Martin Engelmann, CCTA

## ***Response to Comment Letter H***

### **Response to Comment H-1**

The Hercules General Plan was approved by the City in 1998, approximately 11 years ago, and is based on information from prior to that time. For this reason, it would not be useful to compare the number of peak hour trips based on the general plan assumption with the trip generation estimates for the proposed project. However, in 2007 the City developed a traffic model based on more recent data, and the model has been updated to reflect current conditions and to include projections of future based on the current understanding of growth and development planned in the City. This model and recent traffic analyses provide a more reliable basis for estimation of peak hour trips than the General Plan. Based on current data, the difference between the net peak hour trip generation assumed in the General Plan and for the proposed project would exceed the 100-trip threshold.

### **Response to Comment H-2**

The traffic study for the proposed project evaluated key intersections along the West Contra Costa County Transportation Advisory Committee's (WCCTAC) Routes of Regional Significance, which include San Pablo Avenue, Sycamore Avenue, Willow Avenue, State Route 4, and Interstate 80. The traffic study for the proposed project evaluated peak hour traffic LOS under existing conditions, background projects conditions, project conditions, and 2035 cumulative conditions. For State Route 4 and the I-80 freeway, the percent increase in traffic associated with the project was evaluated. The project trip distribution analysis demonstrated that traffic from the proposed project typically would not use Cummings Skyway. For this reason, Cummings Skyway was not included in the traffic analysis.

The traffic study used the City of Hercules General Plan Level-of-Service standards, and the Contra Costa Transportation Authority's (CCTA) Traffic Service Objective (TSO). The City has since reviewed the WCCTAC 2008 Action Plan Update and the soon to be adopted Multi-modal Traffic Service Objectives (MTSO). For San Pablo Avenue intersections, the MTSO and Hercules minimum level of service is LOS E for intersections along San Pablo Avenue and LOS D for John Muir Parkway and Willow Avenue. Sycamore Avenue is not a designated route of regional significance and the minimum level of service is LOS E between San Pablo Avenue and Willow Avenue and LOS D between SR 4 and Willow Avenue according to the Hercules General Plan standards.

The traffic analysis indicated that four intersections would operate at an unacceptable LOS F under the project condition and six intersections would operate at LOS F under the 2035 cumulative condition see **Tables 3.12-9, 3.12-10, and 3.12-14** in the Draft EIR or Tables 10 and 13 in the traffic report). The traffic study also indicated that installing traffic signals at all of the non-signalized study intersections would

mitigate unacceptable conditions. Prior to mitigation, the two San Pablo intersections at John Muir and Sycamore would operate at LOS F, which would be considered unacceptable. Mitigation measures for the impact include aggressively promoting public transportation use and shifting traffic to the new interchange. In addition, other strategies, such as lane re-configuration, signal operation modification, and turn restriction would also be considered. With implementation of mitigation measures, the two San Pablo intersections at John Muir and Sycamore would operate at LOS E and D, respectively and meet the 2008 WCCTAC Action Plan MTSO for San Pablo Avenue.

**Response to Comment H-3**

The project applicant would pay all fees required in accordance with the adopted West County Subregional Transportation Mitigation Fee Program fee schedule. The comment is noted.

**Response to Comment H-4**

Please see **Response to Comment D-1**.

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**From:** Jeffrey Wisniewski [mailto:jeff3w@gmail.com]  
**Sent:** Monday, March 02, 2009 1:55 PM  
**To:** Liz Warmerdam  
**Subject:** Comments for the 2009 Updated Redevelopment Plan

Lead Agency: City of Hercules  
Contact: Liz Warmerdam, Project Manager  
111 Civic Drive  
Hercules, CA 94547  
Tel: 510-799-8231  
Email: [lwarmerdam@ci.hercules.ca.us](mailto:lwarmerdam@ci.hercules.ca.us)

Ms. Warmerdam-

The following are my comments for the 2009 Updated Redevelopment Plan:

1. It should be an outward goal (in other words, plainly stated) that the Eucalyptus groves on the Sycamore Crossing (southeast corner) and Hilltown (southern border with John Muir Parkway and I-80 off-ramp) properties be preserved to maintain the historical and aesthetic aspects of the City.
2. Round-a-bouts should be investigated as potential mitigation measures for the intersections of (a) San Pablo Avenue and Sycamore Avenue, and (b) San Pablo Avenue and John Muir Parkway. The studies should be conducted for these alternatives before any other mitigation measure (e.g. traffic lights, additional turning lanes, etc.) is enacted or decided upon.

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Thank you, and please let me know if I could (or should) provide any clarification -- or further detail -- of my comments.  
-Jeff

Jeffrey Wisniewski  
1102 Avocet Drive  
510-724-6211

## ***Response to Comment Letter I***

### **Response to Comment I-1**

Although there is some evidence that the eucalyptus trees were part of the historic Hercules Powder Company and may have provided some level of protection to inland properties, they no longer serve that purpose and pose both a fire and safety risk, particularly as development occurs in close proximity to them. The City recognizes their aesthetic quality and therefore has adopted language in its General Plan that ensures that any removal of trees such as eucalyptus be replaced with trees, preferably native species, that will provide suitable screening while retaining important view corridors.

Additionally, in order to make the Sycamore Crossing site suitable for mixed use development, several utility lines adjacent to the existing eucalyptus stands must be relocated into the San Pablo right of way, which could require the removal of these trees. Landscaping to be installed as part of the proposed project would replace these trees with others of suitable species.

### **Response to Comment I-2**

The City investigated all possible roadway intersection configurations, including roundabouts, to achieve traffic mitigation goals. Use of roundabouts can reduce vehicle stops, emission, and as a result improve air quality near intersections. However, roundabouts generally work well in residential areas where traffic is light. At major arterial street intersections with high traffic volumes, roundabout designs require much more physical space (right-of-way) and it can be difficult for motorists to maneuver in and out of the circle due to high traffic volume and multiple traffic lanes.

Both intersections of San Pablo Avenue at John Muir and Sycamore are currently signalized and fully developed and there is insufficient space and right-of-way available for widening or creating a roundabout. Therefore, the mitigation measures in the Draft EIR focus on relieving traffic congestion at these locations by promoting public transportation use and developing strategies to divert traffic from this area to the new Interstate 80/State Route 4 interchange near the Willow Avenue and Palm Avenue intersection. The new interchange would provide another gateway access to and from Hercules and is expected to relieve traffic from the San Pablo Avenue and Sycamore Avenue corridor.

Finally, as development continues, the City will be specifically examining the Sycamore and San Pablo intersection and looking for creative solutions to this important intersection.



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M. Scott Mansholt  
Sr. Environmental  
Project Management  
Specialist

**Chevron Environmental  
Management Company**  
6111 Bollinger Canyon Rd.  
San Ramon, CA 94583-2324  
Tel (925) 543-2353  
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scott.mansholt@chevron.com

January 28, 2009

Stakeholder Correspondence-Hercules Redevelopment Agency  
Hercules Updated 2009 Redevelopment EIR  
Accession # 06102.20090108.001

Ms. Liz Warmerdam  
City of Hercules Project Manager  
The City of Hercules  
111 Civic Drive  
Hercules, California 94547

**Subject: Comments for the Updated 2009 Hercules Redevelopment Plan  
Environmental Impact Report Project**

Dear Ms. Warmerdam:

Chevron Environmental Management Company (CEMC) recently became aware of the proposed update to the Hercules Redevelopment Plan Environmental Impact Report (EIR) being prepared for the Hercules Redevelopment Agency. CEMC's review of the City of Hercules's Notice of Preparation (NOP) letter dated November 10, 2008, indicates that some of the proposed project areas listed in the NOP will be transected by a former petroleum pipeline alignment and an active petroleum pipeline owned by Chevron. The purpose of this letter is to notify project stakeholders as to the location of former crude-oil transportation pipelines operated by Chevron's predecessors with respect to the project areas listed in the NOP, including the 2006 Amendment Parcels, the Sycamore Crossing project, and Project Area 2 that has been merged with the Dynamite Project Area (see attached Figure 1). CEMC requests that this information be incorporated into the Probable Environmental Effects section of the final EIR.

1

In the early 1900s, Chevron's predecessors built the Old Valley Pipeline (OVP) system to transport heavy crude oil and Bunker C fuel oils from the oilfields in Kern County to the Richmond Refinery. The pipeline operated until the early 1970s, when it was deactivated and the bulk of the pipe removed. The location of the former OVP with respect to the project areas is illustrated on Figure 1.

2

Evidence of historic releases associated with the former OVP is sometimes identified during the course of underground utility work and other subsurface construction activities near the former pipeline right of way (ROW). Generally, residual weathered crude oil associated with Chevron's historical pipeline operations can be detected visually; however, analytical testing is necessary to confirm that the source of the affected material is associated with the former OVP. Government agencies agreed with the testing and analytical results from human health risk assessments performed

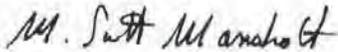
at several known historical pipeline release sites, which confirm that soil affected by the historic release of product from the pipeline is not hazardous and does not pose significant health risks. It has also been established that residual subsurface oil in the soil is relatively immobile due to its heavy and weathered nature.

CEMC is aware of two documented OVP release locations in the vicinity of the subject redevelopment plan, one at Hercules Factory Outlet I-80 at Sycamore, and the second at OVP 270.1 San Pablo Collier Site 412 Hercules–Mile Post (MP) 270.10. These two sites are in the immediate vicinity of the subject project and are illustrated on Figure 1. Total petroleum hydrocarbons were detected in soil from a third location, OVP 271.06 San Pablo Collier Site 409 Hercules–MP 271.06, which is also in the immediate vicinity of the subject project; however, it is unknown if the petroleum source is related to the former OVP. CEMC's experience along various portions of the former OVP indicates that the potential exists for subsurface soil along and near the historical ROW to be affected by undocumented residual weathered crude oil. For this reason, CEMC requests that the Hercules Redevelopment Agency provide updates regarding any activity requiring underground utility work and/or other subsurface construction activities near the former pipeline ROW. Note that Chevron Pipeline Company may provide separate correspondence regarding activities associated with the active Bay Area Products Line ROW, which is coincident with the former OVP ROW (see Figure 1).

2

For more information regarding the Historical Pipeline Portfolio–Bakersfield to Richmond alignment, please visit <http://www.hppinfo.com/>. If you have any questions or require additional information, please call SAIC Consultants Tom Burns at (916) 979-3748 or Mohamed Ibrahim at (916) 979-3828.

Sincerely,



M. Scott Mansholt

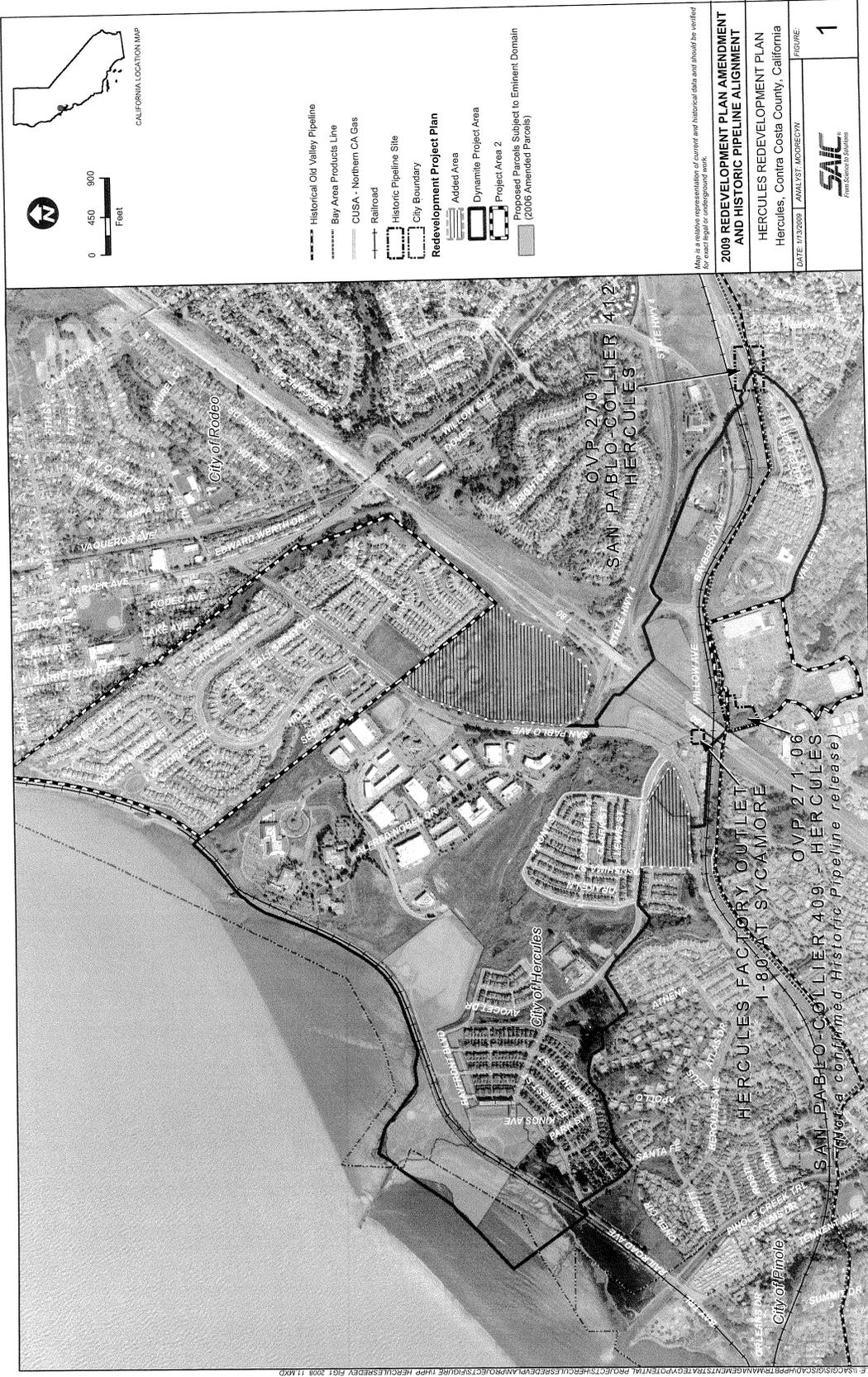
MSM/mni

Enclosure:

Figure 1: 2009 Redevelopment Plan Amendment and Historic Pipeline Alignment

- cc: Mr. Tom Burns – SAIC  
3800 Watt Avenue, Suite 210, Sacramento, California 95821  
Mr. Mike Jenkins – SAIC (letter only)  
3800 Watt Avenue, Suite 210, Sacramento, California 95821  
Mr. Jeremy Gross – Chevron Pipeline Company  
2360 Buchanan Road, Pittsburg, California 94565

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## *Response to Comment Letter J*

### **Response to Comment J-1**

The comment requests that information about existing and former petroleum pipelines owned by Chevron be included in the Final EIR. In response, the Draft EIR has been revised to include a description of these pipelines and their location relative the project sites. Please see **Section 2.0, Revisions to the Draft EIR**.

### **Response to Comment J-2**

The comment indicates the location of the Old Valley Pipeline (OVP) and the Bay Area Products Line rights-of-way in the project vicinity. A description of the OVP has been added to the text, as shown in **Section 2.0, Revisions to the Draft EIR**. As the comment notes, there is evidence of historic releases associated with the OVP that was identified during underground utility work and construction activities in several areas within the general vicinity of the project sites. Release locations from the OVP in the vicinity of the project site are shown on the exhibit included as part of the comment letter. An aerial photograph provided earlier by Chevron has been included to show a closer view of the OVP with respect to the Sycamore Crossing site (see **Figure 3.0-1, Pipelines Near Sycamore Crossing Site**). As shown on the figures, the OVP pipeline and release locations are not on the project site and are on the opposite side of the roadway.

Extensive past investigations on the Sycamore Crossing site, including the portion of the site closest to the OVP right-of-way, did not find contamination above the DTSC residential soil remediation criteria. The City and developers would be responsible for allowing utility companies to review site plans prior to underground utility work. Furthermore, as described in Mitigation Measure HAZ-2, the City would consult with pipeline operator(s) prior to start of construction that includes or is bordered by a pipeline right-of-way. The mitigation measure has been modified to specify the Chevron right-of-way. Additions to the text are shown in **Section 2.0, Revisions to the Draft EIR** and **Section 4.0, Mitigation Monitoring and Reporting Program**.



SOURCE: SAIC - October 2007

## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

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The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures adopted as part of the environmental review process to avoid or reduce the severity and magnitude of potentially significant environmental impacts associated with project implementation. CEQA (Public Resources Code Section 21081.6 (a) (1)) requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted at the time that the agency determines to carry out a project for which an EIR has been prepared, to ensure that mitigation measures identified in the EIR are fully implemented.

The MMRP for the Updated 2009 Redevelopment Plan project is presented in **Tables 4.0-1, Mitigation Monitoring and Reporting Program**, and includes the full text of mitigation measures identified in the Final EIR. The MMRP describes implementation and monitoring procedures, responsibilities, and timing for each mitigation measure identified in the EIR, including:

**Significant Impact:** Identifies the Impact Number and statement from the Final EIR.

**Mitigation Measure:** Provides full text of the mitigation measure as provided in the Final EIR.

**Monitoring/Reporting Action(s):** Designates responsibility for implementation of the mitigation measure and when appropriate, summarizes the steps to be taken to implement the measure.

**Mitigation Timing:** Identifies the stage of the project during which the mitigation action will be taken.

**Monitoring Schedule:** Specifies procedures for documenting and reporting mitigation implementation.

The City of Hercules may modify the means by which a mitigation measure will be implemented, as long as the alternative means ensure compliance during project implementation. The responsibilities of mitigation implementation, monitoring and reporting extend to several City departments. The manager or department lead of the identified unit or department will be directly responsible for ensuring the responsible party complies with the mitigation. The Planning Department is responsible for the overall administration of the program and for assisting relevant departments and project managers in their oversight and reporting responsibilities. The Planning Department is also responsible for ensuring the relevant parties understand their charge and complete the required procedures accurately and on schedule.

**Table 4.0-1  
Mitigation Monitoring and Reporting Program**

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AESTHETICS</b>				
<p><b>Impact Aes-2</b></p> <p>The proposed project could adversely affect scenic resources within a state scenic highway corridor.</p>	<p><b>Mitigation Measure AES-2</b></p> <p><b>Mitigation Measure AES-2a:</b> Development on the Sycamore Crossing site and Hill Town site shall retain or replace the existing trees on site to the extent feasible.</p> <p><b>Mitigation Measure AES-2b:</b> Plantings that serve to screen views of residential development, or that help to maintain a natural-appearing landscape, shall be retained to the extent feasible. Such plants could be thinned selectively if thinning would improve view corridors. If specific trees are to be removed, such as eucalyptus trees, replace with trees, preferably native species, that will provide suitable screening while retaining the view corridor along San Pablo Avenue</p> <p><b>Mitigation Measure AES-2c:</b> Buildings on the Sycamore Crossing and Hill Town sites shall be sited so as to minimize view obstruction from sensitive viewpoints.</p> <p><b>Mitigation Measure AES-2d:</b> New development on the Sycamore Crossing and Hill Town sites shall be subject to the design review provisions of the Central Hercules Plan Regulating Code. New development shall avoid use of designs and materials that are inconsistent with the existing development along San Pablo Avenue and Sycamore Avenue in the vicinity of the project sites.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p>Planning Department to ensure measures are incorporated in landscape design proposals</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to approval of demolition or grading permits, whichever comes first</p>	<p>Conduct periodic site visits during demolition, grading and construction</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AESTHETICS (continued)</b>				
<p><b>Impact Aes-2 (continued)</b></p>	<p><b>Mitigation Measure AES-2e:</b> New development on the Hill Town site shall be consistent in form and exterior finishes with the natural surroundings and topography. Building height and placement on the site shall be designed to avoid obstruction of views of the ridgelines on the east and north sides of the site. The materials and color of exposed retaining walls shall be chosen to blend visually with the natural terrain.</p> <p><b>Mitigation Measure AES-2f:</b> Landscaping consistent with the existing terrain and landscaping of San Pablo Avenue and Sycamore Avenue shall be incorporated to soften the visual mass of the building frontages and parking areas. The developer of each specific development proposed within the Updated 2009 Redevelopment Area shall provide usable open space areas within the project.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p>Planning Department to ensure measures are incorporated in landscape design proposals</p>		
<p><b>Impact Aes-3</b></p> <p>The proposed project would alter the existing visual character of the sites and could substantially degrade the existing visual character and quality of the site and its surroundings.</p>	<p><b>Mitigation Measure AES-3</b></p> <p>Implement <b>Mitigation Measure AES-2</b>. No additional mitigation is feasible.</p>	<p>See actions for <b>Mitigation Measure AES-2</b></p>	<p>See <b>Mitigation Measure AES-2</b></p>	<p>See <b>Mitigation Measure AES-2</b></p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AESTHETICS (continued)</b>				
<p><b>Impact Aes-4</b></p> <p>The proposed project would create a new source of light or glare that could adversely affect day or nighttime views in the area.</p>	<p><b>Mitigation Measure AES-4</b></p> <p><b>Mitigation Measure AES-4a:</b> The parking areas on the Sycamore Crossing and Hill Town sites shall be screened with vegetation and/or trees.</p> <p><b>Mitigation Measure AES-4b:</b> The developer for the Sycamore Crossing and Hill Town sites shall use hooded and down-directed lights for nighttime illumination in parking areas, shipping and receiving docks, and other areas of the site as applicable.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Engineering Department</u></p> <p>Ensure measures are incorporated in landscape design proposals</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to approval of demolition or grading permits, whichever comes first</p>	
<b>AIR QUALITY</b>				
<p><b>Impact AQ-1</b></p> <p>The proposed Updated 2009 Redevelopment Plan would conflict with or obstruct implementation of the applicable air quality plan.</p>	<p><b>Mitigation Measure AQ-1</b></p> <p>The City shall provide updated population projections that include the growth in population as a result of the buildout of Sycamore Crossing and Hill Town sites to the Association of Bay Area Governments and BAAQMD to incorporate into the air quality planning for the Bay Area.</p>	<p><u>Planning Department</u></p> <p>Upon approval of the Updated 2009 Redevelopment Plan, the City will provide growth projections and housing to the Association of Bay Area Governments and BAAQMD to incorporate into air quality planning for the Bay Area.</p>	<p>Within 6 months of project approval.</p>	<p>Record in project files.</p>

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
<p><b>Impact AQ-2</b></p> <p>Demolition or construction activities permitted and/or facilitated by the proposed Updated 2009 Redevelopment Plan could generate construction period exhaust emissions and fugitive dust that could temporarily affect local air quality.</p>	<p><b>Mitigation Measure AQ-2:</b> For all discretionary grading, demolition, or construction activity in the Updated 2009 Redevelopment Plan Area, require implementation of the following dust control measures by construction contractors, where applicable:</p> <p>During demolition of existing structures:</p> <ol style="list-style-type: none"> <li>1. Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.</li> <li>2. Cover all trucks hauling demolition debris from the site.</li> <li>3. Use dust-proof chutes to load debris into trucks whenever debris being loaded is sufficiently elevated above the truck.</li> </ol> <p>During all construction phases:</p> <ol style="list-style-type: none"> <li>1. Water all active construction areas at least twice daily.</li> <li>2. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.</li> <li>3. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.</li> <li>4. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>5. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>6. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>7. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> </ol>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Engineering Division</u></p> <p>Incorporate measures into final grading plans</p> <p>Final grading plans reviewed by City staff</p> <p><u>Building Division</u></p> <p>Implement control measures</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permits</p>	<p>Conduct periodic site visits during demolition, grading and construction</p>

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
<b>Impact AQ-2 (continued)</b>	<b>Mitigation Measure AQ-2 (continued)</b> 8. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). 9. Limit traffic speeds on unpaved roads to 15 miles per hour. 10. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. 11. Replant vegetation in disturbed areas as quickly as possible. The following additional mitigation measures, which are recommended by the BAAQMD to reduce engine exhaust emissions, shall be considered for construction activities in the proposed Updated 2009 Redevelopment Plan area but are not required to reduce construction impacts to a less-than-significant level: 1. Use alternative fueled construction equipment; 2. Minimize idling time (5 minutes maximum); 3. Maintain properly tuned equipment; 4. Limit the hours of operation of heavy equipment and/or the amount of equipment in use.			

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

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
<p><b>Impact AQ-5</b></p> <p>Development facilitated by the proposed Updated 2009 Redevelopment Plan would result in new air pollutant emissions within the air basin. The emissions from the new vehicle trips and area sources would exceed the BAAQMD thresholds of significance for regional pollutants, and would represent a significant impact that cannot be mitigated to a level of insignificance.</p>	<p><b>Mitigation Measure AQ-5</b></p> <p><b>Mitigation Measure AQ-5a:</b> All development shall be required to implement feasible BAAQMD mitigation measures for reducing vehicle and area source emissions from suburban residential projects. Feasible mitigation measures to reduce vehicle and area source emissions for a suburban residential development include:</p> <ol style="list-style-type: none"> <li>1. Provide bicycle lanes, sidewalks, and/or paths connecting project residences to adjacent schools, parks, nearest transit stop and nearby commercial areas.</li> <li>2. Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.</li> <li>3. Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.</li> <li>4. Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</li> <li>5. Eliminate wood burning fireplaces or devices. Install a gas outlet in proposed outdoor recreational fireplaces or pits. Offer as an option on homes to install a gas outlet for use with outdoor cooking appliances, such as a gas barbeque.</li> </ol>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Engineering Department</u></p> <p>Incorporate into final construction plans</p> <p>Construction drawings reviewed by City staff</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to filing building permit applications</p> <p>Prior to issuance of building permits</p>	

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
<b>Impact AQ-5 (continued)</b>	<b>Mitigation Measure AQ-5a (continued):</b> 6. Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods. 7. Encourage the use of battery-powered or electrical landscaping equipment and discourage the use of leaf blowers and other dust-producing equipment by installing electrical outlets on the exterior walls of both the front and back of all residences and requiring home owners associations prohibit the use of leaf blowers. 8. Landscape with drought resistant and low maintenance species of plants, trees, and shrubs to reduce the demand for gas-powered landscape maintenance equipment. 9. Provide a 220-volt utility drop or other dedicated outlet that is adaptable for use by electric or rechargeable hybrid vehicles that are generally available to consumers.	<u>Planning Department</u> Require as a condition of project approval  <u>Building Division</u> Incorporate into final construction plans  Construction drawings reviewed by City staff	Draft and incorporate condition as part of project approval  Prior to filing building permit applications  Prior to issuance of building permits	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
	<p><b>Mitigation Measure AQ-5 (continued)</b></p> <p><b>Mitigation Measure AQ-5b:</b> All commercial uses shall apply Transportation System Management measures to reduce trips and incorporate design features to reduce area source emissions. Appropriate strategies include:</p> <ol style="list-style-type: none"> <li>1. Provide physical improvements, such as sidewalk improvements, landscaping, and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel.</li> <li>2. Connect site with regional bikeway/pedestrian trail system.</li> <li>3. Provide transit information kiosks.</li> <li>4. Provide secure and conveniently located bicycle parking and storage for workers and patrons.</li> <li>5. Provide electric vehicle charging facilities.</li> <li>6. Provide preferential parking for Low Emission Vehicles (LEVs).</li> <li>7. Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</li> <li>8. Use efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units that meet or exceed Title 24 requirements (Energy Efficiency Standards for Residential and Nonresidential Buildings and Green Building Standards). Use window glazing and insulation, wall insulation, and efficient ventilation methods.</li> <li>9. Landscape with drought resistant and low maintenance species of plants, trees, and shrubs to reduce the demand for gas-powered landscape maintenance equipment.</li> </ol>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Building Division</u></p> <p>Incorporate into final construction plans</p> <p>Construction drawings reviewed by City staff</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to filing building permit applications</p> <p>Prior to issuance of building permits</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
<p><b>Impact AQ-6</b></p> <p>Development facilitated by the proposed Updated 2009 Redevelopment Plan would generate greenhouse gases (GHGs) and would contribute to cumulative impacts of global climate change</p>	<p><b>Mitigation Measure AQ-6</b></p> <p>The project’s residential and commercial land uses as a whole shall achieve an energy efficiency standard equivalent to the California Energy Commission’s Tier II standard.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Building Division</u></p> <p>Incorporate into final construction plans</p> <p>Construction drawings reviewed by City staff</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to filing building permit applications</p> <p>Prior to issuance of building permits</p>	
<p><b>Impact AQ-7</b></p> <p>Build-out of the proposed Updated 2009 Redevelopment Plan may generate mild odors from construction activities and typical residential and commercial operation and maintenance activities, such as vehicle/equipment operations, fertilizer, cooking, and household waste. However, the project would not expose a large number of people to objectionable odors.</p>	<p><b>Mitigation Measure AQ-7</b></p> <p>Implement <b>Mitigation Measure AQ-5 and AQ-6.</b></p>			

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>AIR QUALITY (continued)</b>				
<p><b>Impact AQ-8</b></p> <p>The proposed project could result in a cumulatively considerable net increase of PM10 emissions, a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.</p>	<p><b>Mitigation Measure AQ-8</b></p> <p>Implement <b>Mitigation Measure AQ-5</b> and <b>AQ-6</b>.</p>			

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>BIOLOGICAL RESOURCES</b>				
<p><b>Impact Bio-1</b></p> <p>The proposed project could result in significant impacts to sensitive habitats and natural communities, including riparian habitats, intermittent drainage, and freshwater emergent wetlands.</p>	<p><b>Mitigation Measure Bio-1</b></p> <p><b>Mitigation Measure Bio-1a:</b> Prior to any specific project development approval, the project proponent shall contact the California Department of Fish and Game (CDFG) to identify the state jurisdictional status and extent of (1) the freshwater wetland and detainment pond features of the Hill Town site and (2) the intermittent drainage on the Sycamore Crossing site. Project plans shall identify all jurisdictional boundaries with a unique graphic symbol. No construction, landscape irrigation, paving, or other impermeable surface treatment shall be placed within any jurisdictional area or within a minimum of 25 feet (or other CDFG-identified appropriate buffer perimeter) beyond any jurisdictional boundary.</p> <p><b>Mitigation Measure Bio-1b:</b> Prior to any specific project development approval, the project proponent shall contact the California Department of Fish and Game (CDFG) to identify the state jurisdictional status and extent of (1) the freshwater wetland and detainment pond features of the Hill Town site and (2) the intermittent drainage on the Sycamore Crossing site. Project plans shall identify all jurisdictional boundaries with a unique graphic symbol. No construction, landscape irrigation, paving, or other impermeable surface treatment shall be placed within any jurisdictional area or within a minimum of 25 feet (or other CDFG-identified appropriate buffer perimeter) beyond any jurisdictional boundary. In the event of a conflict between responsible agency requirements for Mitigation Measure BIO-1a and Mitigation Measure BIO-1b, the larger buffer perimeter shall be established.</p>	<p><u>Planning and Engineering Departments</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project sponsor conducts formal consultation with CDFG</p> <p><u>Engineering Department</u></p> <p>Incorporate into final construction plans</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permits</p>	<p>Inspect site during grading, demolition, and construction activities</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>BIOLOGICAL RESOURCES (continued)</b>				
<p><b>BIO-2:</b> The proposed project could result in direct and indirect adverse effects to creeks and seeps subject to ACOE and CDFG jurisdiction and sensitive plant communities and sensitive habitats.</p>	<p><b>Mitigation Measure Bio-1 (continued)</b></p> <p><b>Mitigation Measure Bio-1c:</b> Certain project components, such as nature trails, wildlife observation areas, etc., may not be compatible with sensitive habitats. Prior to incorporating such features into project plans for Hill Town, the project proponent shall obtain permission from the USACE, the CDFG, and the Regional Water Quality Control Board, and agree to comply with permit-related conditions. Permission constitutes CWA Section 401 and 404 permits, and California Fish and Game Code Section 1600 Streambed Alteration Agreement, or other permit issued by the responsible agency. If any or all of these responsible agencies do not require permits for these features, then the project proponent shall obtain relevant approvals from the City of Hercules Planning and/or Parks and Recreation Department.</p>	<p><u>City Council and Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project sponsor conducts formal consultation with USACE, CDFG, and RWQCB</p> <p>Planning Department and Engineering Department to consult and approve.</p> <p><u>Engineering Department</u></p> <p>Incorporate into final construction plans</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permits</p> <p>Prior to issuance of grading permits</p>	<p>Obtain approval prior to issuance of grading permits</p> <p>Inspect site during grading, demolition, and construction activities</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>BIOLOGICAL RESOURCES (continued)</b>				
	<p><b>Mitigation Measure Bio-1 (continued)</b></p> <p><b>Mitigation Measure Bio-1d:</b> Prior to issuance of grading permits for the Sycamore Crossing or Hill Town projects, the project proponent shall submit a fencing plan to the City of Hercules Planning Department for approval that corresponds to the USACE and/or CDFG-approved perimeter beyond the sensitive habitat areas described in <b>Mitigation Measures BIO-1a</b> and <b>BIO-1b</b> above, and install temporary construction fencing according to the approved plan. The fencing plan may be superimposed on the grading plan or may be a separate plan; if on a separate plan, the fencing plan shall show existing and proposed contour lines in the vicinity of the fence.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to consult with USACE and CDFG and submit plan to Planning Department</p> <p><u>Engineering Department</u></p> <p>Incorporate into final construction plans</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permits</p> <p>Prior to issuance of grading permits</p>	<p>Obtain approval prior to issuance of grading permits</p> <p>Inspect site during grading, demolition, and construction activities</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>BIOLOGICAL RESOURCES (continued)</b>				
<p><b>Impact Bio-2</b></p> <p>The proposed project could substantially affect candidate, sensitive or other special-status species, as identified in local or regional plans, policies, or regulations, or by the CDFG or USFWS.</p>	<p><b>Mitigation Measure Bio-2</b></p> <p><b>Mitigation Measure Bio-2a:</b> (special-status plants) (a) Prior to submission of grading plans, prior to any vegetation removal, and as feasible, during the late spring season from April through May, the project proponent shall engage a qualified botanist to conduct focused surveys for the Bent-flowered fiddleneck (<i>Amsinckia lunaris</i>), Fragrant fritillary (<i>Fritillaria liliacea</i>), and Diablo helianthella (<i>Helianthella castanea</i>) in the grassland and scrub habitat of the project sites. Surveys shall comply with the Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (CDFG 2000).(b) If the project botanist discovers any of these species, the individual plant locations shall be located on the site map with GPS UTM markers and flagged in the field. No grading plan review shall proceed until the project proponent informs the CDFG and commits to appropriate mitigation measures that meet the satisfaction of the CDFG, such as avoidance, creation of buffers, transplantation, or off site mitigation.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Obtain a qualified botanist to conduct survey prior to submittal of grading plans</p> <p>Consult with CDFG for approval of mitigation measures, if needed.</p> <p><u>Engineering Department</u></p> <p>Incorporate into final construction plans</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to submission of grading plans</p> <p>Conduct surveys during late spring season from April through May</p> <p>Prior to issuance of grading permits</p>	<p>CDFG to approve mitigation measures (if necessary) prior to grading plan review</p>

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>BIOLOGICAL RESOURCES (continued)</b>				
<p><b>Impact BIO-2: (continued)</b></p>	<p><b>Mitigation Measure Bio-2 (continued)</b></p> <p><b>Mitigation Measure Bio-2b: (special-status animals)</b> (a) Prior to submission of grading plans, the project proponent shall engage a qualified biologist to conduct focused surveys for the Monarch Butterfly (<i>Danaus plexippus</i>), the Pallid Bat (<i>Antrozous pallidus</i>), and the Salt Marsh Common Yellowthroat (<i>Geothlypis trichas sinuosa</i>), and to identify any raptor species hunting or nesting in the project area. Surveys shall take place during the appropriate nesting/roosting and breeding periods for each listed species: for the Monarch Butterfly, during winter roosting period (October-February), for the Pallid Bat, during hibernation (December-April), for the Salt Marsh Common Yellowthroat, during breeding (March-September). Surveys shall comply with applicable CDFG protocols. (b) If the project biologist discovers any of these species, the species' nest or roosting locations shall be located on the site map with GPS UTM markers. No grading plan review shall proceed until the project proponent informs the CDFG and commits to appropriate mitigation measures that meet the satisfaction of the CDFG, such as avoidance, creation of buffers, transplantation, timing of construction activities to avoid active nests/roosts, or off-site mitigation.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Obtain a qualified biologist to conduct survey prior to submittal of grading plans</p> <p>Consult with CDFG for approval of mitigation measures, if needed.</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to submission of grading plans</p> <p>Conduct survey during nesting/roosting and breeding periods for each species (see left)</p>	<p>CDFG to approve mitigation measures (if necessary) prior to grading plan review</p>
	<p><b>Mitigation Measure Bio-2c:</b> The project proponent for the Sycamore Crossing or Hill Town project shall engage a California-registered landscape architect and qualified botanist to prepare landscape plans for any project-area open space or manufactured slopes. The open-space and slope landscape plans shall use only region-specific native plants, and shall be designed to promote habitat value.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Prepare landscape plans prior to submittal of grading plans</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Obtain approval prior to issuance of grading permits</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>BIOLOGICAL RESOURCES (continued)</b>				
<p><b>Impact Bio-3</b></p> <p>The proposed project could potentially conflict with the City's General Plan Open Space and Conservation Element, Policy 2a and tree preservation ordinance, Ordinance No. 33.</p>	<p><b>Mitigation Measure Bio-3</b></p> <p>Project proponents shall adhere to the requirements of the City's tree ordinance, Ordinance No. 33, which includes the submittal of a tree replacement plan to the City for approval.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p>Planning Department to approve tree replacement plan prior to issuance of grading plan</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading plan</p>	
<p><b>Impact Bio-4</b></p> <p>The proposed project along with other future development associated with the redevelopment plan could result in a cumulative impact to biological resources.</p>	<p><b>Mitigation Measure Bio-4</b></p> <p>Site-specific mitigation measures, similar to MM BIO-1 through MM BIO-3 would reduce the cumulative impacts to the remaining listed species to less than significant levels, assuming the measures are incorporated for each development project. Wetland or other jurisdictional water may also be affected by the cumulative redevelopment plan, but avoidance or preservation would be regulated through site-specific mitigation measures and permits from the USACE and/or CDFG to minimize adverse effects.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to obtain permits from USACE and/or CDFG as required</p> <p>Planning Department to confirm permits prior to issuance of grading plans</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading plan</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>CULTURAL RESOURCES</b>				
<p><b>Impact Cult-1</b></p> <p>The proposed could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines.</p>	<p><b>Mitigation Measure CULT-1:</b></p> <p>If prehistoric or unique archaeological resources are discovered during construction of any projects undertaken as a result of the proposed Updated 2009 Redevelopment Plan, all work within a 50-foot radius of the find shall halt until a qualified archaeologist evaluates and determines the significance of the find pursuant to Section 15064.5 of the State CEQA Guidelines and until the finding can be fully investigated and proper protection measures, as determined by qualified experts, can be implemented. Work shall not resume within a 50 foot radius of the find until the project archaeologist states in writing that such work would not substantially affect the significance of an historical or unique archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines and the City of Hercules concurs with such finding. Construction of the project can continue outside of the 50 foot radius of the find, so long as such activities would not physically damage any discovered cultural resources or reduce the data recovery potential of the find.</p>	<p><u>Planning and Engineering Departments</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Engage qualified archaeologist to perform evaluation of archaeological resources</p> <p><u>Engineering Department</u></p> <p>Archaeological monitoring program to be prepared prior to issuance of grading permits</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Upon discovery of prehistoric or unique archaeological resources</p> <p>Prior to issuance of grading permits</p>	<p>Periodically inspect site during grading, demolition, and construction activities</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>CULTURAL RESOURCES (continued)</b>				
<p><b>Impact Cult-2</b></p> <p>The proposed project could potentially destroy unknown unique paleontological resources on the site.</p>	<p><b>Mitigation Measure CULT-2:</b> As part of the review of specific development proposals for either the Sycamore Crossing or Hill Town site and to the satisfaction of the City of Hercules, a paleontologist shall evaluate the geological conditions of the involved sites to determine the sensitivity of the sites for paleontological resources. If the sites are determined to be sensitive for vertebrate fossils or important marine invertebrate fossils, a paleontological monitoring program shall be implemented during the grading phases of the respective project, and during other construction activities that affect previously undisturbed soils, such as trenching for pipes and foundations. The paleontologist must be knowledgeable of the paleontological resources in Contra Costa County, must have the minimum of a Bachelor’s degree in paleontology or a related field, and must be prepared to perform data recovery tasks, analysis, and preparation of a technical report addressing any results of the program, if monitoring is deemed necessary. If necessary, the paleontological monitoring program must include the maintenance of daily field logs, the recovery of soil samples for micro-screening for small fossil remains, and the ability to remove vertebrate remains as they are identified (e.g. with proper location data and associations). In addition, a photographic record must be maintained over the course of the program and, if resources are found in a context too extensive for the monitoring program, the monitor must have the authority to halt any activities adversely impacting the resource, and arrange for the additional personnel needed to adequately manage the resources.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Engage qualified paleontologist to perform evaluation of geologic conditions</p> <p><u>Engineering Department</u></p> <p>Paleontological monitoring program to be prepared prior to issuance of grading permits</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Upon discovery of paleontological resources</p> <p>Prior to issuance of grading permits</p>	<p>Periodically inspect site during grading, demolition, and construction activities</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>CULTURAL RESOURCES (continued)</b>				
<p><b>Impact Cult-3</b></p> <p>The proposed project could disturb previously unidentified human remains, including those interred outside of formal cemeteries.</p>	<p><b>Mitigation Measure CULT-3</b></p> <p>If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Hercules Engineering Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Notify Engineering Department</p> <p><u>Planning and Engineering Departments</u></p> <p>County Coroner notified if human remains encountered. If remains are of Native American origin, Native American Heritage Commission contacted</p> <p>Reporting as needed, if resources found.</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Upon discovery of suspected human remains</p>	<p>Field monitoring during grading</p>
<b>GEOLOGY AND SOILS</b>				
<p><b>Impact Geo-1</b></p> <p>The proposed project could expose people and structures to substantial adverse effects related to seismic ground shaking.</p>	<p><b>Mitigation Measure GEO-1</b></p> <p>A site-specific geotechnical investigation shall be required for any new development proposed within the Updated 2009 Redevelopment Area. Development proposed within the Updated 2009 Redevelopment Area shall conform to the provisions of current building codes and to the recommendations of the geotechnical investigations performed for proposed development. Structures for human habitation shall be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to conduct site-specific geotechnical investigations prior to issuance of grading and building permits</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permits</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<p><b>Impact Geo-2</b></p> <p>The proposed project could expose people and structures to substantial adverse effects associated with seismic-related liquefaction or landslides.</p>	<p><b>Mitigation Measure GEO-2</b></p> <p><b>Mitigation Measure GEO-2a:</b> Development of the proposed Hill Town project shall be subject to the recommendations of the site-specific geotechnical report for site preparation, grading, retaining wall construction, and foundation design.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Engineering Department</u></p> <p>Incorporate measures into final grading plans</p> <p>Final grading plans reviewed by City staff</p> <p><u>Building Division</u></p> <p>Review control measures</p>	<p>Prior to issuance of grading permits</p>	<p>Periodic site inspection</p>
<b>GEOLOGY AND SOILS (continued)</b>				
	<p><b>Mitigation Measure GEO-2b:</b> Prior to the recordation of the first final map, the project proponent of the Hill Town project shall form a Geologic Hazard Abatement District (GHAD) or annex into an existing GHAD for the purpose of identifying potential geologic hazards and carrying out measures to monitor and mitigate such hazards. The GHAD shall be fully operational and the assessments shall be established and in place before the final map is recorded. The project proponent shall provide adequate funding through its own source and/or through the GHAD assessments to cover a major event before the GHAD will accept responsibility. The amount of this obligation will be determined at the time the Plan of Control and Engineer’s Report is prepared for the GHAD. If a GHAD is determined by the City and project applicant to be infeasible, the project proponent shall assign these responsibilities to a similar entity.</p>	<p><u>Planning and Engineering Departments</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to form GHAD as described</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to recordation of first final map</p>	

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<p><b>Impact Geo-4</b></p> <p>The proposed project is located on a geologic unit that may be unstable or could become unstable as a result of the project.</p>	<p><b>Mitigation Measure GEO-4</b></p> <p>Implement <b>Mitigation Measures GEO-2a and GEO-2b.</b></p>			
<b>HAZARDS AND HAZARDOUS MATERIALS</b>				
<p><b>Impact Haz-1</b></p> <p>The proposed project could involve hazardous material releases during the process of decommissioning and dismantling the industrial facilities within the Hill Town property.</p>	<p><b>Mitigation Measure HAZ-1</b></p> <p><b>Mitigation Measure HAZ-1a:</b> Prior to the decommissioning and dismantling of the remaining petroleum storage tank and any other equipment that contained hazardous materials at the Hill Town site, and to the satisfaction of the City of Hercules Planning and Public Works Directors, the project proponent shall retain qualified and licensed environmental professional(s) to perform a final assessment of the existing facility for the presence of petroleum hydrocarbons, asbestos, PCBs, mercury, lead, or other hazardous materials throughout the site, including inspecting the underground containment tank on the Hill Town site. If hazardous materials are identified at levels that require special handling, the Project Sponsors and their contractors shall manage these materials in accordance with applicable federal, State, and local regulations and guidelines, including those of the DTSC, BAAQMD, and Cal/OSHA.</p>	<p><u>City Council and Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Retain qualified and licensed environmental professional(s) to perform work as described</p> <p><u>Planning and Engineering Directors</u></p> <p>Work plans reviewed by the City to ensure that one or more of the approaches is implemented</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to decommissioning and dismantling of remaining petroleum storage tank</p>	<p>Periodic inspection during decommissioning process</p>

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>				
	<p><b>Mitigation Measure HAZ-1 (continued)</b></p> <p><b>Mitigation Measure HAZ-1b:</b> Prior to the decommissioning and dismantling of the remaining petroleum storage tank and any other equipment that contained hazardous materials at the Hill Town site, and to the satisfaction of the City of Hercules Planning and Public Works Directors, the project proponent shall retain qualified and licensed environmental professional(s) to perform a Phase One Environmental Site Assessment, to confirm the search performed by Uribe and Associates in 1994, to discover if additional sites have been listed, and to recommend corrective action. This report shall be placed in the project file of all appropriate City departments. If the presence of recently listed sites would affect either project workers or future residents on the project site, the project proponent shall perform the corrective action the report recommends.</p> <p><b>Mitigation Measure HAZ-1c:</b></p> <p>The following measures shall be required at the time development applications are filed with the City.</p> <ul style="list-style-type: none"> <li>The project proponent shall retain qualified and licensed environmental professional(s) to prepare a work plan for the decommissioning and dismantling of the remaining industrial structures associated with the former tank farm. The work plan shall be submitted to the RWQCB and other appropriate regulatory agencies for review and approval prior to the decommissioning and dismantling work.</li> <li>The work plan shall summarize previous environmental site remediation work and propose additional environmental work for the property to evaluate the lateral and vertical extent of petroleum-hydrocarbon impacted soil and groundwater beneath the site.</li> </ul>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Retain qualified and licensed environmental professional(s) to perform work as described.</p> <p><u>Planning and Engineering Directors</u></p> <p>Work plans reviewed by the City to ensure that one or more of the approaches is implemented</p> <p><u>Engineering Department</u></p> <p>Incorporate measures into final grading plans</p> <p>Review work plan</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to decommissioning and dismantling of remaining petroleum storage tank</p> <p>Prior to issuance of grading permit</p> <p>Prior to issuance of grading permits</p>	<p>Periodic site inspection during decommissioning and remediation (if needed)</p>

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>				
	<p><b>Mitigation Measure HAZ-1c (continued)</b></p> <p>The proposed method shall include the development of an adequate grid-sampling pattern for the subject site and appropriate laboratory analyses of the soil and groundwater samples collected from the borings. The work plan shall describe the procedures for decommissioning and dismantling of the remaining industrial structures and the removal and management of hazardous materials identified during the pre- decommissioning and dismantling assessments. Soil and groundwater containing hazardous materials at the project area, if identified, shall be remediated on-site or removed and transported to appropriate off-site facilities for treatment and/or disposal. Soil and groundwater affected by hazardous materials, if identified, shall be remediated or removed to levels below the ESLs established by the RWQCB and/or other applicable cleanup criteria for subsequent development of the project area to residential units.</p> <ul style="list-style-type: none"> <li>• The remediation activities described in the work plan shall include one or more of the following options for the remediation of contaminated soil or groundwater: <ul style="list-style-type: none"> <li>– Future development on the site could be designed such that residential buildings are not constructed in areas where contaminated soils or groundwater will remain on-site.</li> <li>– If contaminated soils are capped under pavement or buildings and pose a substantial risk to future residents, the work plan will require that land use restrictions be implemented.</li> </ul> </li> <li>• The work plan will include an evaluation of vapor intrusion into indoor air. If needed, the work plan would include measures for VOC-contaminated areas that would be incorporated in the design of building foundations for the planned commercial and residential development.</li> </ul>			

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>				
	<p><b>Mitigation Measure HAZ-1c (continued)</b></p> <ul style="list-style-type: none"> <li>• If asbestos-containing materials (ACMs) are identified during the pre- decommissioning and dismantling assessment, an asbestos abatement plan, prepared by a certified asbestos consultant, shall be included in the facility decommissioning and dismantling work plan. The work plan shall also include a Sampling and Analysis Plan (SAP), a site Health and Safety Plan (HASP), a Storm Water Pollution Prevention Plan (SWPPP), an Air Monitoring Plan (AMP), a Transportation Plan (TP), and a Soil Management Plan (SMP) for post- decommissioning and dismantling construction activities. These plans are described below.               <ul style="list-style-type: none"> <li>– The SWPPP shall provide information of best management practices and other actions designed to mitigate potential impacts to storm water during construction activities at the site, including facility D&amp;D and site development activities. Dust control shall be addressed in this plan. The SWPPP shall be developed using guidelines provided by the State Water Resources Control Board (SWRCB) in the General Construction Activity Storm Water Permit (General Permit), in accordance with federal regulations for a National Pollution Discharge Elimination System (NPDES) permit.</li> <li>– The AMP shall provide information about the collection and analysis of real-time air quality data at the work zone as well as site perimeter, including volatile organic compounds (VOCs) and dust. The data shall be evaluated using appropriate regulatory criteria, including Cal-OSHA standard limits and California Air Resource Board (CARB) ambient air quality standards. Action levels shall be developed and appropriate actions to be taken if action levels are exceeded shall be described in this plan.</li> </ul> </li> </ul>			

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>				
	<p><b>Mitigation Measure HAZ-1c (continued)</b></p> <ul style="list-style-type: none"> <li>- The TP shall describe the destination of the hazardous materials and hazardous wastes, the designated route for transporting these materials from the site to the selected disposal and recycling facilities, the proposed staging area(s), procedures for loading and covering trucks, the estimated number and load capacity of trucks, anticipated hours of operation, and emergency procedures. Hazardous materials from the project site shall be transported in accordance with applicable regulations, including 49 Code of Federal Regulations (CFR) Parts 100–199 and 350–399 (42 U.S. Code 6901, et seq.); 40 CFR Parts 260–268; California Vehicle Code; California Hazardous Waste Control laws; and Health and Safety Code, Division 20 (CCR Title 22, Division 4.5).</li> <li>- Based on analytical results, materials, if classified as California Hazardous Waste, shall be handled and transported in accordance with CCR Title 22, which includes waste generator requirements (i.e., manifests) and hazardous waste transporter requirements (i.e., valid registration, proof of insurance, and inspection of vehicles by the California Highway Patrol [CHP]).</li> <li>- The SMP shall address the handling and disposal of additional soil affected by hazardous materials, if identified during the post- decommissioning and dismantling construction activities of the project. The soil affected by hazardous materials shall be managed in accordance with applicable federal, State, and local regulations and guidelines.</li> </ul>			

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>				
	<p><b>Mitigation Measure HAZ-1c (continued)</b></p> <ul style="list-style-type: none"> <li>- If identified during the pre-decommissioning and dismantling assessments, hazardous materials shall be removed from the facility prior to the start of the decommissioning and dismantling work in accordance with state and federal safety standards for the transport and disposal of hazardous materials. This might include asbestos abatement, removal of transformers containing PCBs, removal of LBP, removal of the residual fuels in the ASTs for recycling, etc.</li> </ul>			
<p><b>Impact Haz-2</b></p> <p>The proposed project could create a significant hazard to the public or the environment through the accidental upset or release of hazardous material from an existing petroleum pipeline located within the Hill Town property and pipelines near the Sycamore Crossing site.</p>	<p><b>Mitigation Measure HAZ-2a:</b> Consistent with pipeline operators' standards, no buildings or other structures that could impede access shall be installed in any pipeline right-of-way.</p> <p><b>Mitigation Measure HAZ-2b:</b> The City shall permit pipeline operators, including the Chevron Pipeline Company and East Bay Municipal Utility District, with pipelines and pipeline rights-of-way adjacent to parcels subject to Tentative Map approval to review these maps.</p> <p><b>Mitigation Measure HAZ-2c:</b> Prior to the start of construction on any parcel that includes or is bordered by a pipeline or pipeline right-of-way or easement, the City shall consult with the Rodeo-Hercules Fire Protection District, Chevron Pipeline Company, East Bay Municipal Utility District, and the operator(s) of affected pipeline(s) regarding the adequacy of safety procedures for pipeline accidents.</p> <p><b>Mitigation Measure HAZ-2d:</b> The City shall consider a requirement that sponsors of residential development notify homeowners of the presence of adjacent or nearby pipelines.</p>	<p><u>Engineering Department</u></p> <p>Require as a condition of project approval</p> <p>Engineering Department to confirm pipeline right-of-way not impeded</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permit</p>	

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>				
<p><b>Impact Haz-5</b></p> <p>Site remediation activities on the Hill Town site could result in hazardous material transport along a city street where a school is located.</p>	<p><b>Mitigation Measure HAZ-5</b></p> <p>The remediation plan for the Hill Town site shall include a detailed transportation route for all materials removed from the site. This route shall, to the maximum extent feasible, avoid all existing and proposed school sites by a minimum of 0.25 mile from the boundary of any such site. The project proponent shall submit a map showing this route for the City's approval prior to initiating remediation work.</p>	<p><u>Planning and Engineering Departments</u></p> <p>Require as a condition of project approval</p> <p>City to approve detailed transportation route</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to initiation of remediation work</p>	
<b>HYDROLOGY AND WATER QUALITY</b>				
<p><b>Impact Hyd-2</b></p> <p>The proposed project would alter the drainage pattern of the West Branch of Refugio Creek on the Sycamore Crossing site and detention basins and drainage swale on the Hill Town site and could potentially cause or contribute to flooding.</p>	<p><b>Mitigation Measure HYD-2</b></p> <p>Prior to the issuance of a grading or building permit for the Sycamore Crossing or Hill Town sites and to the satisfaction of the City Engineer, the project proponents shall prepare hydrology studies and drainage plans that calculate the existing and proposed stormwater runoff flows (i.e., cubic feet per second) of the sites and identify the stormwater drainage features (e.g., storm drains, catch basins, detainment basins, etc.) required to accommodate future flows.</p>	<p><u>Planning and Engineering Departments</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to submit hydrology studies and drainage plans</p> <p><u>City Engineer</u></p> <p>Review studies</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of grading permit</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>HYDROLOGY AND WATER QUALITY (continued)</b>				
<p><b>Impact Hyd-3</b></p> <p>The portion of the Sycamore Crossing site within and surrounding the West Branch of Refugio Creek is within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). Development on the Sycamore Crossing site has the potential to place housing within the 100-year floodplain and redirect flood flows.</p>	<p><b>Mitigation Measure HYD-3</b></p> <p>The placement of structures within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA), shall be prohibited. The City of Hercules shall not approve any building plans for structures within the existing FEMA-mapped floodplain unless FEMA approves a Letter of Map Revision (LOMR) that removes the area proposed for structures from the 100-year floodplain</p>	<p><u>Planning and Engineering Departments</u></p> <p>Require as a condition of project approval</p> <p>Planning Department to confirm no structures within 100-year floodplain for project-level building proposals</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to recordation of first final map</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>NOISE</b>				
<p><b>Impact Noise-1</b></p> <p>Implementation of the proposed Updated 2009 Redevelopment Plan would add new vehicle trips to the roadway network, but would not increase ambient noise levels in the project vicinity above acceptable levels.</p>	<p><b>Mitigation Measure NOISE-1</b></p> <p>The City of Hercules shall not issue a building permit for future projects in the proposed Updated 2009 Redevelopment Plan until a design-level noise study is completed that demonstrates that the proposed development would not cause noise exposures that exceed (1) 65 dB CNEL for common outdoor areas or (2) 45 dB CNEL for indoor residential uses.</p> <p><i>Sycamore Crossing:</i> To achieve these required noise levels on the Sycamore Crossing site, residential uses should be located in the northern portion of the site rather than along San Pablo Avenue. The design-level noise study required by this mitigation measure shall consider actual site plans and architectural plans and determine the exact noise attenuation features required to achieve the appropriate noise levels.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p>Planning Department to ensure that noise attenuation design features as required for residential uses are incorporated in building plans</p> <p><u>Project Sponsor</u></p> <p>Retain qualified noise consultant to prepare design-level noise study</p> <p>Incorporate noise attenuation design features as needed</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of building permit</p> <p>Prior to completion of design review process</p>	

4.0 Mitigation Monitoring and Reporting Program

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

4.0 Mitigation Monitoring and Reporting Program

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

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>NOISE (continued)</b>				
<p><b>Impact Noise-2</b></p> <p>Future development of both the Sycamore Crossing and Hill Town sites may expose residents on site to noise generated by adjacent roadways and other noise sources, which could exceed the standards established in the State noise compatibility guidelines.</p>	<p><b>Mitigation Measure NOISE-2:</b></p> <p>In accordance with Title 24 of the <i>California Administrative Code</i>, the City of Hercules shall not issue a building permit for the proposed project if the interior community noise levels (CNEL) attributable to exterior sources exceed an annual CNEL of 45 dB in any habitable room with windows closed. Pursuant to Title 24, acoustical evaluations of proposed architectural plans will be required to ensure compliance with this requirement.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p>Building Division to ensure compliance with Title 24 of <i>California Administrative Code</i></p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of building permit</p>	

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>NOISE (continued)</b>				
<p><b>Impact Noise-3</b></p> <p>Future development in the proposed project area has the potential to temporarily increase ambient noise levels during construction of future projects. Additionally, future construction activities could generate ground borne noise or vibrations.</p>	<p><b>Mitigation Measure NOISE-3</b></p> <p><b>Mitigation Measure NOISE-3a:</b> The City of Hercules shall ensure that where construction occurs near noise-sensitive areas (as determined by the Community Development Department), construction activities (including truck traffic) be scheduled for periods, according to construction permit to limit the impact on sensitive receptors. This may be done prior to start of construction and may be enforced throughout construction activities on both the Hill Town and Sycamore Crossing sites.</p> <p><b>Mitigation Measure NOISE-3b:</b> Prior to construction, the City of Hercules shall ensure that the applicant develop a construction schedule that minimizes potential cumulative construction noise impacts and accommodates particularly noisy periods for near-by sensitive receptors.</p> <p><b>Mitigation Measure NOISE-3c:</b> The City of Hercules shall ensure that during construction, where feasible, holes for driven piles be predrilled to reduce the level and duration of noise impacts. Where not feasible, pile drive shall be scheduled to avoid conflict with adjacent sensitive receptors.</p> <p><b>Mitigation Measure NOISE-3d:</b> Construction within 500 feet of a sensitive receptor shall require a noise study to identify the estimated level of construction noise. Where construction activities are estimated to exceed an ambient noise level of 70 dB CNEL, the City of Hercules shall ensure that prior to construction, the applicant construct temporary solid noise barriers between source and sensitive receptors to reduce off site propagation of construction noise.</p> <p><b>Mitigation Measure NOISE-3e:</b> Prior to construction, the applicant shall demonstrate, to the satisfaction of the City of Hercules, that internal combustion engines used for construction purposes are equipped with a properly operating muffler of a type recommended by the manufacturer and all power tools are shielded.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Engineering Department</u></p> <p>Ensure construction practices are implemented during grading and construction</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Upon start of demolition or construction</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Monitoring during grading and construction activities</p>

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

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>TRANSPORTATION AND TRAFFIC (continued)</b>				
<p><b>Impact Traf-4</b></p> <p>Implementation of the proposed the Updated 2009 Redevelopment Plan would add new vehicle trips to the roadway network, which would contribute to a substantial cumulative increase in traffic LOS in the project vicinity.</p>	<p><b>Mitigation Measure TRAF-4</b></p> <p>Contributions to the following intersection improvements shall be required of the proposed Hill Town and Sycamore Crossing developments:</p> <ul style="list-style-type: none"> <li>• <b>San Pablo/John Muir:</b> Develop programs to encourage public transit use that will reduce vehicle trips by 15 percent for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift is assumed in the mitigation effectiveness analysis. – Mitigation required under 2035 Conditions.</li> <li>• <b>San Pablo/Sycamore:</b> Develop programs to encourage public transit use that will reduce 15 percent vehicle trips for the intersection. Relocate I-80 off-ramp/SR-4 on-ramp further east to shift traffic away from San Pablo Ave. A 30 percent shift traffic to and from Sycamore Ave. east of San Pablo is assumed in the mitigation effectiveness analysis. – Mitigation required under 2035 Conditions.</li> <li>• <b>San Pablo/Linus Pauling:</b> Install traffic signals. Add left-turn and right-turn lane into the site. Access driveway should provide two outbound lanes and one inbound lane (not required if mitigated under previous scenario). – Mitigation required under project (Sub-scenarios A and B) and 2035 Conditions.</li> </ul>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Planning and Engineering Department.</u></p> <p>Implement measures</p> <p><u>Project Sponsor</u></p> <p>Retain qualified and licensed traffic engineering professional(s) to perform traffic analysis as described for the purpose of determining mitigation timing and fair-share allocation</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to occupancy of both Sycamore Crossing and Hill Town projects, or before 2035 as indicated in the measure.</p> <p>At the time of project-specific application</p>	

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>TRANSPORTATION AND TRAFFIC (continued)</b>				
	<p><b>Mitigation Measure TRAF-4 (continued)</b></p> <ul style="list-style-type: none"> <li>• <b>Willow/BART Replacement Parking E. Driveway:</b> Install traffic signal plus widen Willow Avenue and add turn lanes on Willow. Coordinate mitigation with BART Replacement Parking improvement plan. – Mitigation required under project (Sub-scenario A) and 2035 conditions.</li> <li>• <b>Sycamore/S. Front: Install traffic signals.</b> Add a westbound left-turn lane if a driveway for Sycamore Crossing is added to the intersection. – Mitigation required under project (Sub-scenarios A and B) and 2035 conditions.</li> <li>• <b>Sycamore/Palm:</b> Install traffic signals. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>WB SR4 off-ramp/Willow:</b> Install traffic signals. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>Willow/Palm:</b> Install traffic signals. Widen Willow and Palm approaches to two lanes in each direction. Coordinate mitigation with SR-4 ramp relocation project. – Mitigation required under 2035 Conditions.</li> <li>• <b>Sycamore/S. Front:</b> Install traffic signals and add a WB left-turn lane if a driveway for Sycamore Crossing is added to the intersection (not required if mitigated under a previous scenario). – Mitigation required under 2035 Conditions.</li> </ul>	<p><u>Sycamore Crossing and Hill Town Project Sponsors</u></p> <p>Retain qualified and licensed traffic engineering professional(s) to perform traffic analysis as described for the purpose of determining specific mitigation requirements for each project, mitigation timing, and fair-share allocation of these improvements.</p>	<p>Prior to approval of final Planned Development Plan or Tentative Map</p>	

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>TRANSPORTATION AND TRAFFIC (continued)</b>				
	<p><b>Mitigation Measure TRAF-4 (continued)</b></p> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. At the time of each specific project application, the project proponent shall retain qualified and licensed traffic engineering professional(s) to perform additional project-specific traffic analysis for the purpose of determining mitigation timing and fair-share allocation.</p> <p>The project applicants shall be required to pay a fair-share contribution to the cost of these improvements. Prior to approval of a Final Planned Development Plan or Tentative Map, the project proponents for the Hill Town and Sycamore Crossing projects shall retain qualified and licensed traffic engineering professional(s) to determine specific mitigation requirements for each project, mitigation timing, and fair-share allocation of these improvements.</p>			

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>UTILITIES AND SERVICE SYSTEMS</b>				
<p><b>Impact USS-1</b></p> <p>Future buildout of the Updated 2009 Redevelopment Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, but could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or increase future wastewater generation beyond wastewater treatment capacity.</p>	<p><b>Mitigation Measure USS-1</b></p> <p>Prior to the approval of any subsequent development projects within the proposed Redevelopment Project Area, a project applicant shall obtain confirmation from the wastewater treatment provider that adequate wastewater treatment capacity is available to serve such development. Such confirmation will be placed in the project file of all appropriate City Departments.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to obtain confirmation form wastewater treatment provider.</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to project approval</p>	<p>Include in project file with the City</p>

4.0 Mitigation Monitoring and Reporting Program

Significant Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Mitigation Timing	Monitoring Schedule
<b>UTILITIES AND SERVICE SYSTEMS (continued)</b>				
<p><b>Impact USS-3</b></p> <p>Future buildout of the proposed project would result in an increase in water demand, but individual projects would be required to ensure that sufficient water supply is available to meet project demands prior to project approval.</p>	<p><b>Mitigation Measure USS-3</b></p> <p>Prior to development, proponents of projects subject to the requirements for water supply assessments shall be required to obtain a water supply assessment confirming the proposed development's water demand and documenting adequate supply.</p>	<p><u>Planning Department</u></p> <p>Require as a condition of project approval</p> <p><u>Project Sponsor</u></p> <p>Project proponent to obtain a water supply assessment as described, if required.</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to project approval</p>	<p>Include in project file with the City</p>

## 5.0 REPORT PREPARATION

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### 5.1 LEAD AGENCY

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Liz Warmerdam, Project Manager  
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### 5.2 EIR CONSULTANTS

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**Table A Freeway Mainline and Ramp Operation Analysis**

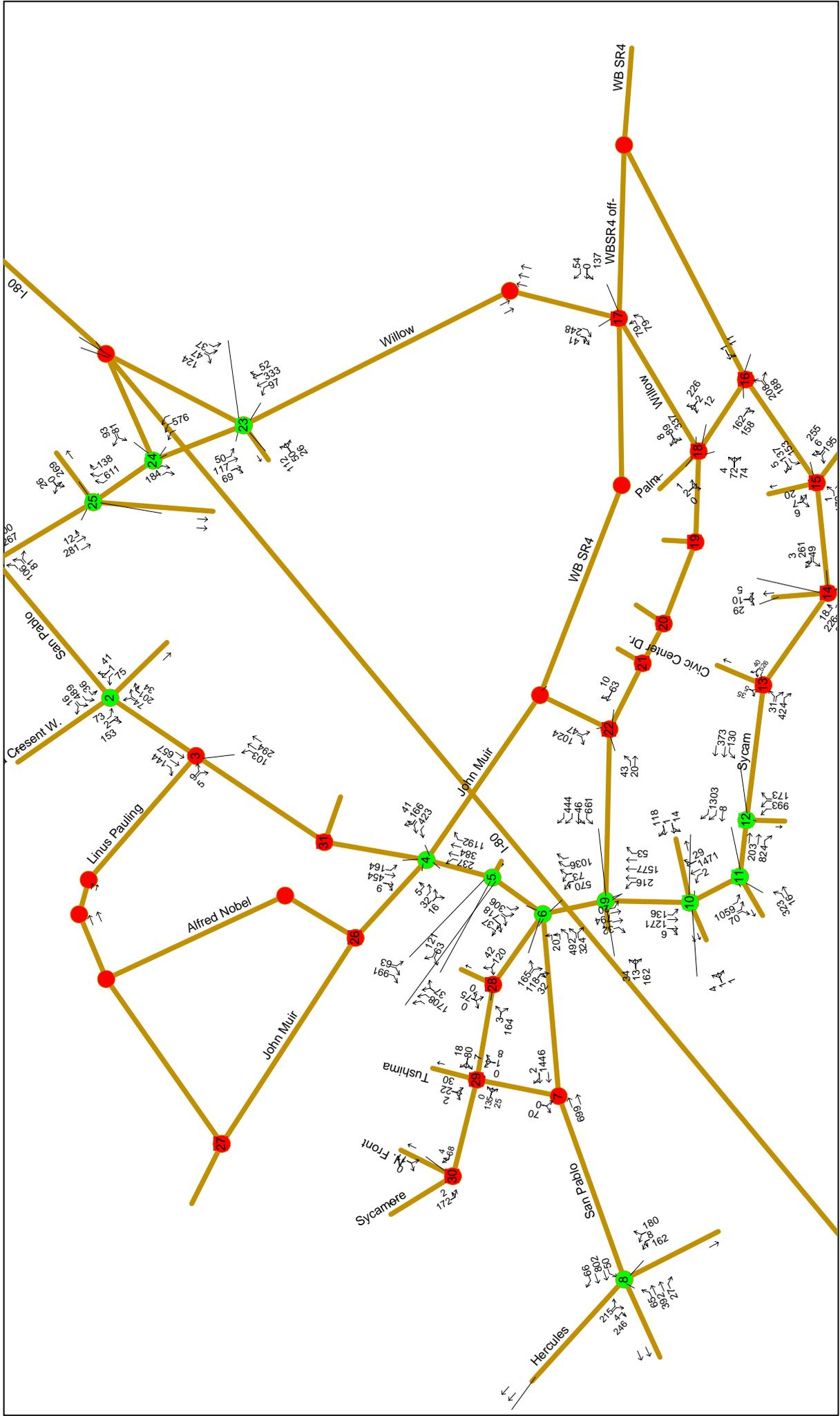
		Existing Conditions		Background Conditions		Project Conditions		2035 Conditions	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
WB I-80 North of SR 4	AM	30	D	30	D	30	D	31	D
	PM	23	C	23	C	23	C	25	D
WB I-80 South of SR 4	AM	31	D	32	D	32	D	35	E
	PM	26	D	27	D	27	D	28	D
EB I-80 North of SR 4	AM	20	C	20	C	20	C	21	C
	PM	30	D	31	D	31	D	30	D
EB I-80 South of SR 4	AM	31	D	32	D	32	D	31	D
	PM	33	D	34	D	34	D	45	F
EB SR 4 East of I-80	AM	12	B	12	B	12	B	14	B
	PM	14	B	14	B	15	B	14	B
WB SR 4 East of I-80	AM	17	B	17	B	18	B	19	C
	PM	21	C	21	C	21	C	31	D
EB I-80 on-ramp from John Muir	AM	19	B	19	B	19	B	17	B
	PM	27	C	27	C	28	D	22	C
WB I-80 on-ramp from John Muir	AM	22	C	23	C	233	C	NA	F
	PM	21	C	22	C	23	C	NA	F
WB I-80 off-ramp to John Muir	AM	27	C	27	C	27	C	27	C
	PM	21	C	21	C	22	C	22	C
EB I-80 off-ramp to SR4-Willow	AM	14	B	15	B	15	B	19	B
	PM	23	C	23	C	25	C	NA	F

Note: LOS is determined by density, which is expressed as number of vehicle per mile per lane. 2035 cumulative condition assumed added HOV lane on -1-80 north of SR 4. Analysis was conducted using HCS Highway Capacity Manual Method for freeway mainline and ramps. Freeway and ramp volumes were obtained from the traffic report prepared for the New Hercules Town Center project.



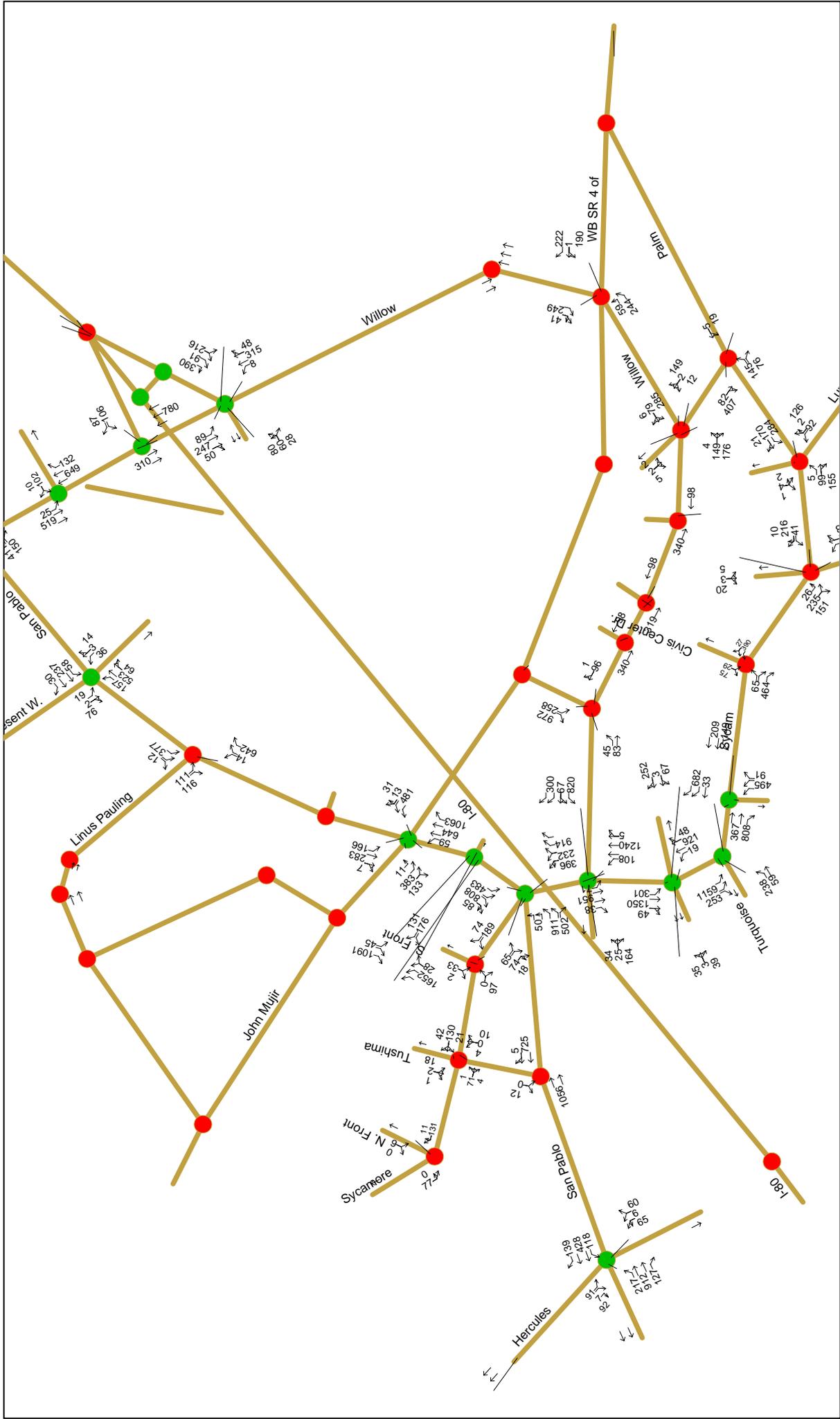






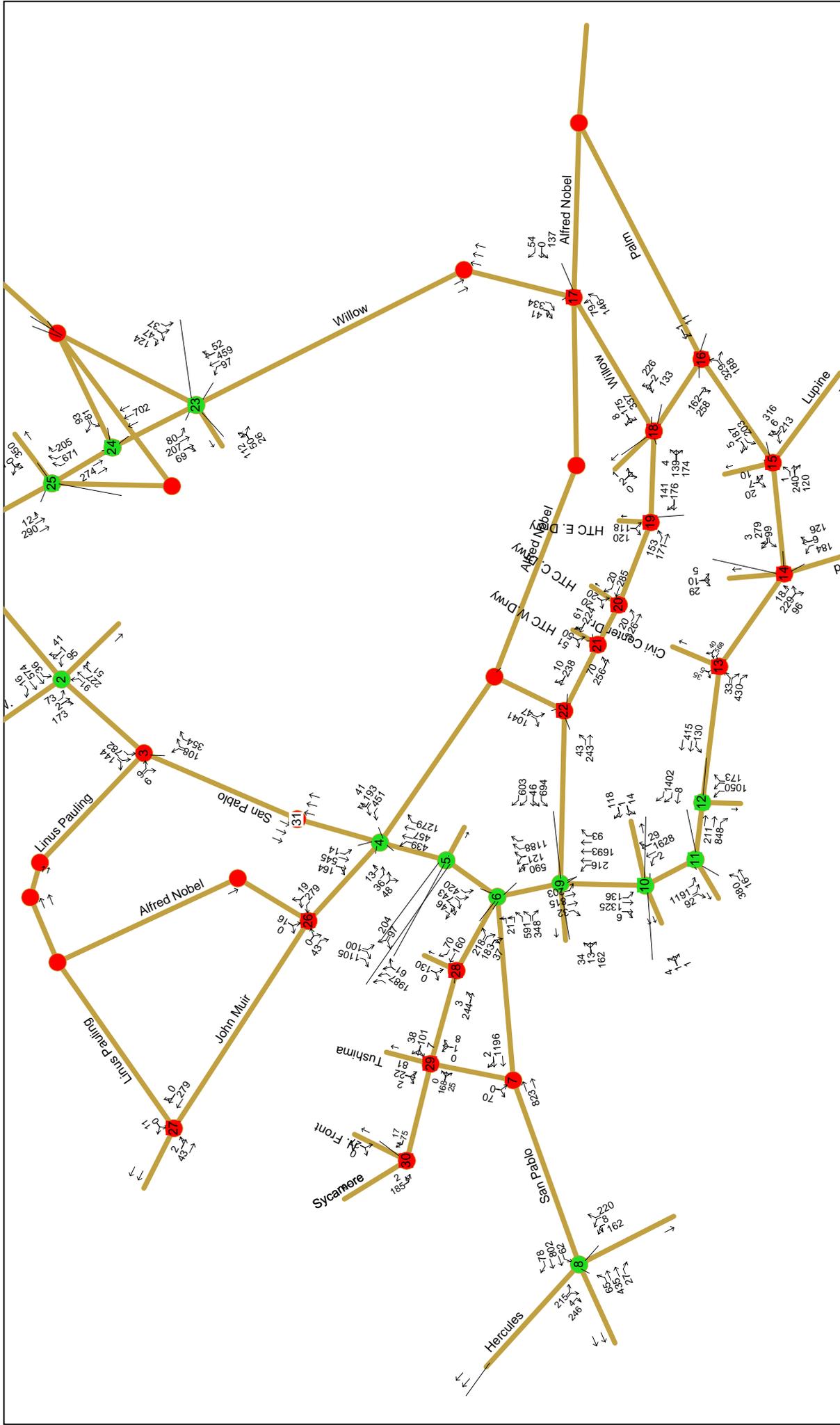
Existing AM Vol





Existing PM Vol

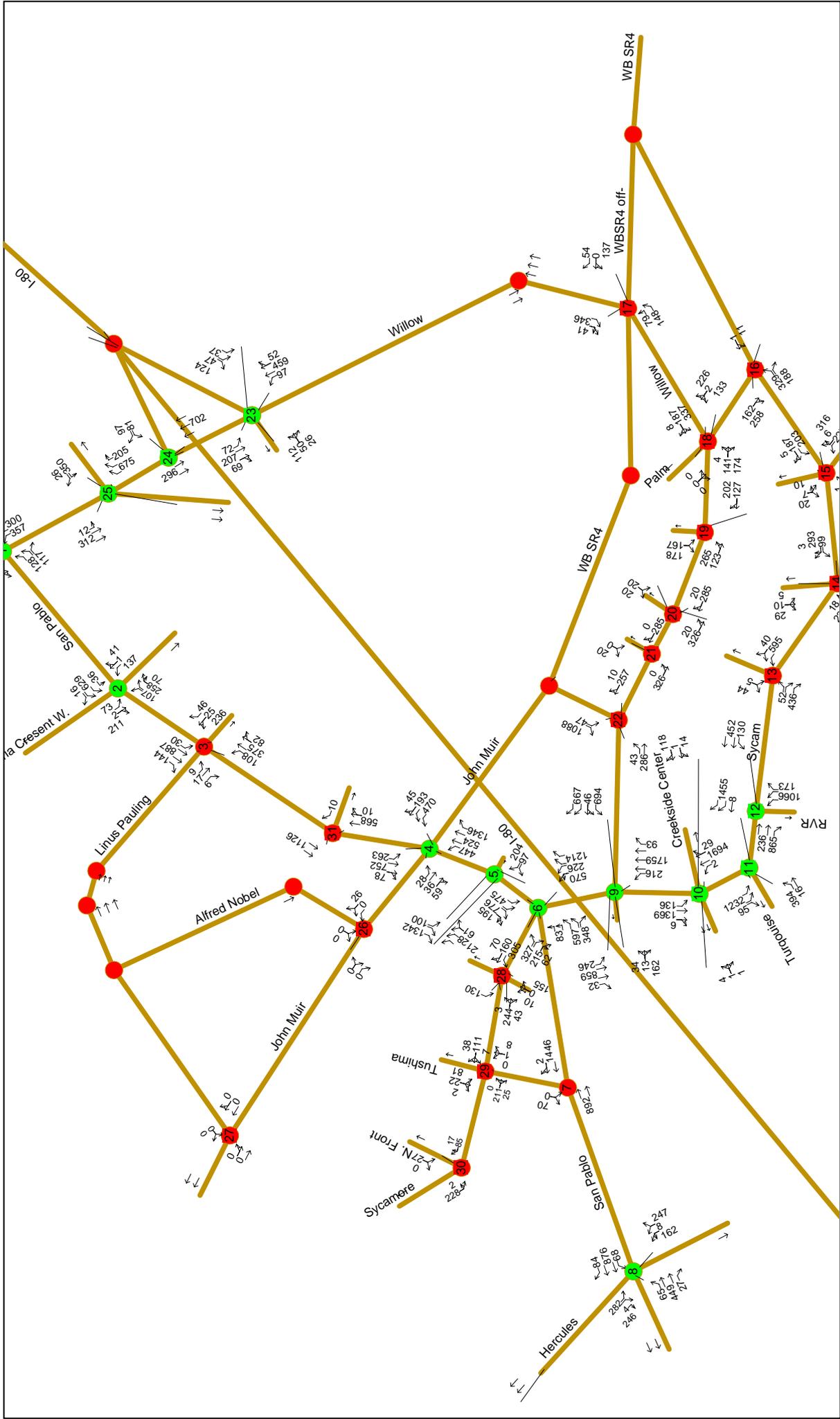










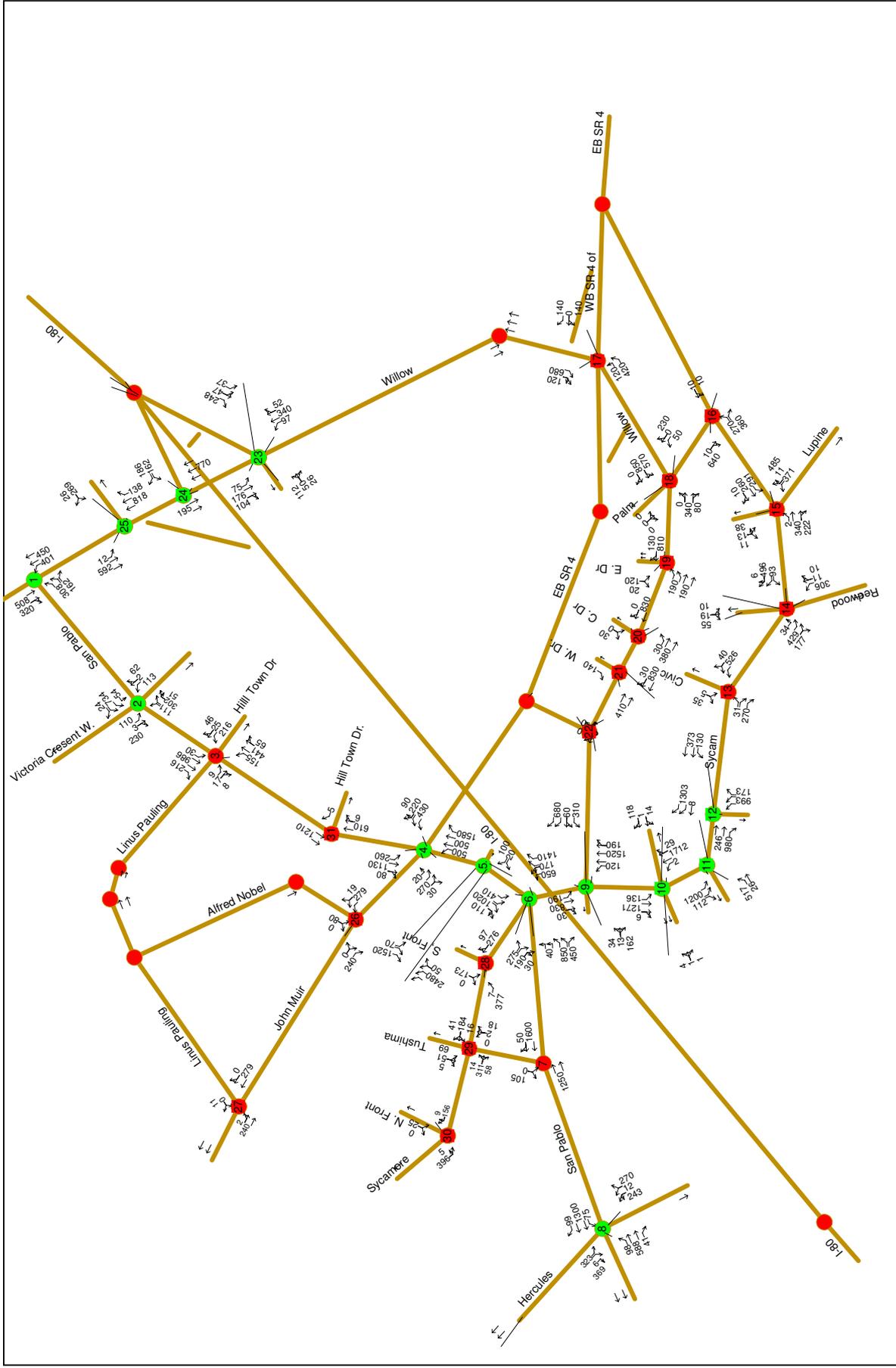


Existing+Background + Project AM Vol















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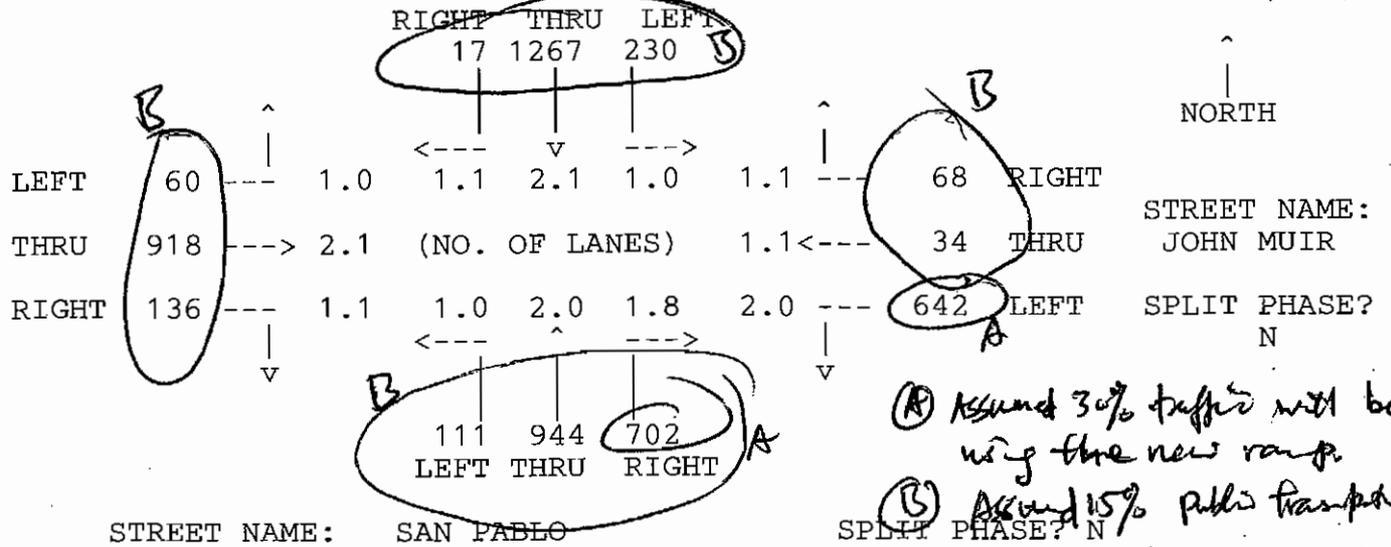
**LOS Calculations for the San Pablo/John Muir Intersection**



CCTA INTERSECTION CAPACITY ANALYSIS

1/14/9

INTERSECTION 4 SAN PABLO and JOHN MUIR HERCULES  
 COUNT DATE/TIME: PEAK HOUR:  
 CONDITION : 2035 pm mitigated FILE rda3ex.i



STREET NAME: SAN PABLO

SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	702	0 *	1650	0.0000	
THRU (T)	944	944	3300	0.2861	
LEFT (L)	111	111	1650	0.0673	0.0673
SB RIGHT (R)	17	17	1650	0.0103	
THRU (T)	1267	1267	3300	0.3839	
LEFT (L)	230	230	1650	0.1394	
T + R		1284	3300	0.3891	0.3891
EB RIGHT (R)	136	136	1650	0.0824	
THRU (T)	918	918	3300	0.2782	
LEFT (L)	60	60	1650	0.0364	
T + R		1054	3300	0.3194	0.3194
WB RIGHT (R)	68	68	1650	0.0412	
THRU (T)	34	34	1650	0.0206	
LEFT (L)	642	642	3000	0.2140	0.2140
T + R		102	1650	0.0618	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.99  
 ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 0.99  
 INTERSECTION LEVEL OF SERVICE: E

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1991 YY



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**LOS Calculations for the San Pablo/Tennent Intersection**



Condition: CCTA West County - AM Peak

10/03/07

INTERSECTION 6 SAN PABLO/TENNENT  
 Count Date 6/5/07 Time 7-9 AM

PINOLE  
 Peak Hour 7:30-8:30

CCTA METHOD		RIGHT THRU LEFT						3-PHASE SIGNAL	
		9	1060	124					
LEFT	23	1.1	1.1	2.2	1.1	1.1	68	RIGHT	
THRU	65	1.1	(NO. OF LANES)			1.1	40	THRU	
RIGHT	23	1.1	1.1	2.1	1.0	1.0	229	LEFT	
N		26		310	219			SIG WARRANTS:	
W + E		LEFT THRU RIGHT Split? N						Urb=Y, Rur=Y	
S									

STREET NAME: SAN PABLO

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	219	0 *	1720	0.0000	
THRU (T)	310	310	3440	0.0901	
LEFT (L)	26	26	1720	0.0151	0.0151
T + L		336	3440	0.0977	
SB RIGHT (R)	9	9	1720	0.0052	
THRU (T)	1060	1060	3440	0.3081	
LEFT (L)	124	124	1720	0.0721	
T + R		1069	3440	0.3108	
T + L		1184	3440	0.3442	
T + R + L		1193	3440	0.3468	0.3468
EB RIGHT (R)	23	23	1720	0.0134	
THRU (T)	65	65	1720	0.0378	
LEFT (L)	23	23	1720	0.0134	
T + R		88	1720	0.0512	
T + L		88	1720	0.0512	
T + R + L		111	1720	0.0645	0.0645
WB RIGHT (R)	68	68	1720	0.0395	
THRU (T)	40	40	1720	0.0233	
LEFT (L)	229	229	1720	0.1331	0.1331
T + R		108	1720	0.0628	

TOTAL VOLUME-TO-CAPACITY RATIO:

0.56

INTERSECTION LEVEL OF SERVICE:

A

\* ADJUSTED FOR RIGHT TURN ON RED

INT=WEST, VOL=WESTAM, CAP=

Condition: CCTA West County - PM Peak

10/03/07

INTERSECTION 6 SAN PABLO/TENNENT

PINOLE

Count Date 6/5/07

Time 4-6 PM

Peak Hour 5:00-6:00

CCTA METHOD		RIGHT THRU LEFT						3-PHASE SIGNAL	
		34	690	83					
LEFT	49	1.1	1.1	2.2	1.1	1.1	94	RIGHT	
THRU	79	1.1	(NO. OF LANES)			1.1	75	THRU	
RIGHT	17	1.1	1.1	2.1	1.0	1.0	95	LEFT	
N								SIG WARRANTS:	
W + E								Urb=Y, Rur=Y	
S								Split? N	

STREET NAME: SAN PABLO

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	194	99 *	1720	0.0576	
THRU (T)	1121	1121	3440	0.3259	
LEFT (L)	26	26	1720	0.0151	
T + L		1147	3440	0.3334	0.3334
SB RIGHT (R)	34	34	1720	0.0198	
THRU (T)	690	690	3440	0.2006	
LEFT (L)	83	83	1720	0.0483	0.0483
T + R		724	3440	0.2105	
T + L		773	3440	0.2247	
T + R + L		807	3440	0.2346	
EB RIGHT (R)	17	17	1720	0.0099	
THRU (T)	79	79	1720	0.0459	
LEFT (L)	49	49	1720	0.0285	
T + R		96	1720	0.0558	
T + L		128	1720	0.0744	
T + R + L		145	1720	0.0843	0.0843
WB RIGHT (R)	94	94	1720	0.0547	
THRU (T)	75	75	1720	0.0436	
LEFT (L)	95	95	1720	0.0552	
T + R		169	1720	0.0983	0.0983

TOTAL VOLUME-TO-CAPACITY RATIO:

0.56

INTERSECTION LEVEL OF SERVICE:

A

\* ADJUSTED FOR RIGHT TURN ON RED

INT=WEST, VOL=WESTPM, CAP=



