

**Department of
Conservation and
Development**

30 Muir Road
Martinez, CA 94553

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**Contra
Costa
County**



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Assistant Deputy Director

Kelli Zenn
Business Operations Manager

July 2, 2020

**NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A PROPOSED MITIGATED
NEGATIVE DECLARATION**

County File No. LP18-2013

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Community Development Division of the Department of Conservation and Development of Contra Costa County has prepared an initial study on the following project:

PROJECT TITLE: Diablo MX Ranch Land Use Permit Modification

APPLICANT: John & Lori Ramirez
Ph. (925) 765-2161
1306 Waterfall Way
Concord, CA 94521

LOCATION: 50 Camino Diablo Road, Brentwood, CA 94513
(Assessor Parcel No. 003-020-048) (Zoning: Heavy Agricultural District (A-3))

PROJECT DESCRIPTION:

The project proposes to modify an existing land use permit entitlement for an existing motorcycle recreation park. The park has been in operation since the early 1970s and the site is already entirely disturbed, and all proposed changes will take place in already-disturbed areas. The project proposes to make the following changes to land use permit #LP15-2040:

- 1) Modify Condition of Approval #14 to increase permitted sound levels to 75 (Ldn) decibels for formalized/sponsored racing events, and increase permitted sound levels to 70 (Ldn) decibels for all other riding activities.
- 2) Modify Condition of Approval #8 to designate Martin Luther King Day and Veterans Day as additional quiet days (in addition to Tuesdays and Wednesdays, Christmas Day, and Thanksgiving Day). Racing or practice/recreational riding activities shall not be allowed on

quiet days with the exception of New Year's Day, should it fall on a Tuesday or Wednesday; all other holidays that occur on a Tuesday or Wednesday shall be quiet days.

- 3) Modify Condition of Approval #11 to change the hours of operation on race days from 9:00 AM to 6:00 PM or sundown, whichever comes first, to 8:00 AM to 5:00 PM. All racing noise shall stop at 5:00 PM on race days.
- 4) Modify Thursday's hours of operation from 12:00 PM to 7:00 PM or sundown to 1:00 PM to 8:00 PM or sundown, whichever comes first.
- 5) Modify Condition of Approval #23 to allow overnight camping accommodations for race contestants and support personnel consisting of up to 500 people and up to 250 recreational vehicles (i.e. RVs or motorhomes). Camping shall not exceed 3 nights per race event and no more than 6 race events will be allowed per year leading to a maximum of 18 camping nights per year. The purpose of the camping is to facilitate race logistics for contestants and will not be allowed for public leisure activity at any time. Contestant camping will be allowed only for formalized racing events. If no races are held, there will be no camping at the facility. The camping will be allowed only in wholly self-contained recreational vehicles and would not require the installation of sanitary, water, or electrical hook-ups on the property. Recreational-vehicle storage, servicing, repair, sewage disposal, or cleaning will not be allowed on the subject property and will be conducted off site at appropriate facilities. No camping will be allowed to the general public or race spectators at any time. No motorcycle riding shall be allowed after park closing, and absolute quiet time shall be enforced between the hours of 10:00 PM until next day park opening.
- 6) The current permit allows two racing days per month (i.e. 24 race days per year). It is proposed to reduce the permitted number of racing events to a maximum of 6 per year. A "racing event" will consist of formalized races for 1 or 2 consecutive days, not to exceed one racing event within a calendar month. Total race days in a year shall not exceed 12. If a racing event is held on days that include the end of one month and the beginning of the next, it will count as only one of the 6 annual events, but the event will be the only event allowed in each of those months.
- 7) Addition of a mini-bike kids track within a 2.8-acre portion of the northeast corner of the property. No formalized/sponsored racing events will be allowed on the kids track at any time, but kids racing clinics and lessons are permitted. Use of the kids track will be limited to a maximum of 20 riders at any given time.
- 8) Minimum 4-month, or as soon as available, advance notification to neighbors for racing events; 12-month advance notification required for any New Year's Day races.
- 9) A 4-day sound study will be required for formalized racing events (i.e. 2 practice days plus 2 racing days consecutively). The sound study will be required when the first racing event occurs and repeated two (2) years after the first event, then every five (5) years thereafter. This study will count as the required sound study for compliance reviews if a compliance review is required in the same year.

- 10) As a noise-reducing device, at the County's discretion if deemed necessary, require installation of moveable hay bale noise barriers as directed by a county approved sound consultant. Barriers can be moved and adjusted as needed.
- 11) Modify Condition of Approval #17 to require park operators to keep a log book of tail pipe measurements taken for every bike entering the park, and a record of pass/fails with a tally of bikes turned away. Applicants can issue a 1-year certification sticker for regular customers in lieu daily measurements.

SITE AND AREA DESCRIPTION:

The subject property is an approximately 43-acre agricultural property in the unincorporated Brentwood area, located approximately 1,000 feet east of the intersection of Camino Diablo Road and Walnut Boulevard. The property fronts for approximately 1,000 feet on the south side of Camino Diablo Road and is addressed as 50 Camino Diablo Road in Brentwood. All the surrounding parcels share the same A-3 (Heavy Agricultural District) zoning designation. A sand quarry operated by G3 Enterprises is located to the north of the subject parcel directly across Camino Diablo Road.

ENVIRONMENTAL EFFECTS OF THE PROJECT:

Pursuant to the requirements of the California Environmental Quality Act (CEQA) Section 15071, the Initial Study/Mitigated Negative Declaration (MND) describes the proposed project; identifies, analyzes, and evaluates the environmental impacts which may result from the proposed project; and identifies measures to mitigate adverse environmental impacts. The mitigations identified in this document and designed for the proposed project ensure that the project will not cause a significant impact on the environment. The Initial Study for the proposed project identified potentially significant impacts in the environmental areas of Biological Resources and Noise. Environmental analysis determined that measures were available to mitigate potential adverse impacts to less-than-significant levels. As a result, an MND has been prepared pursuant to Public Resources Code Section 21080(c) of the California Environmental Quality Act (CEQA) Guidelines.

WHERE TO REVIEW THE MITIGATED NEGATIVE DECLARATION:

Due to the COVID-19 shelter-in-place order, the mitigated negative declaration can be viewed online at the following link: <https://www.contracosta.ca.gov/4841/Public-Input> . Any sources of information referenced in the Initial Study and MND can be provided upon request by contacting the project planner.

PUBLIC COMMENT PERIOD:

Prior to adoption of the MND, the County will be accepting comments on the adequacy of the document during a 30-day public comment period; the MND may be adopted at a future date in a public hearing following the public comment period. **The period for accepting comments on the adequacy of the environmental document will begin on Wednesday, July 8, 2020 and**

extends to Tuesday, July 28, 2020, until 5:00 P.M. Any comments should be in writing and submitted to the following address:

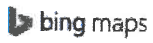
**Gary Kupp, Senior Planner
Community Development Division
Contra Costa County, Department of Conservation and Development
30 Muir Road, Martinez, CA 94553**

Sincerely,

Gary Kupp
Senior Planner
(925) 674-7799
gary.kupp@dcd.cccounty.us

cc: County Clerk's Office (2 copies)
Adjacent Occupants and Property Owners
Notification List

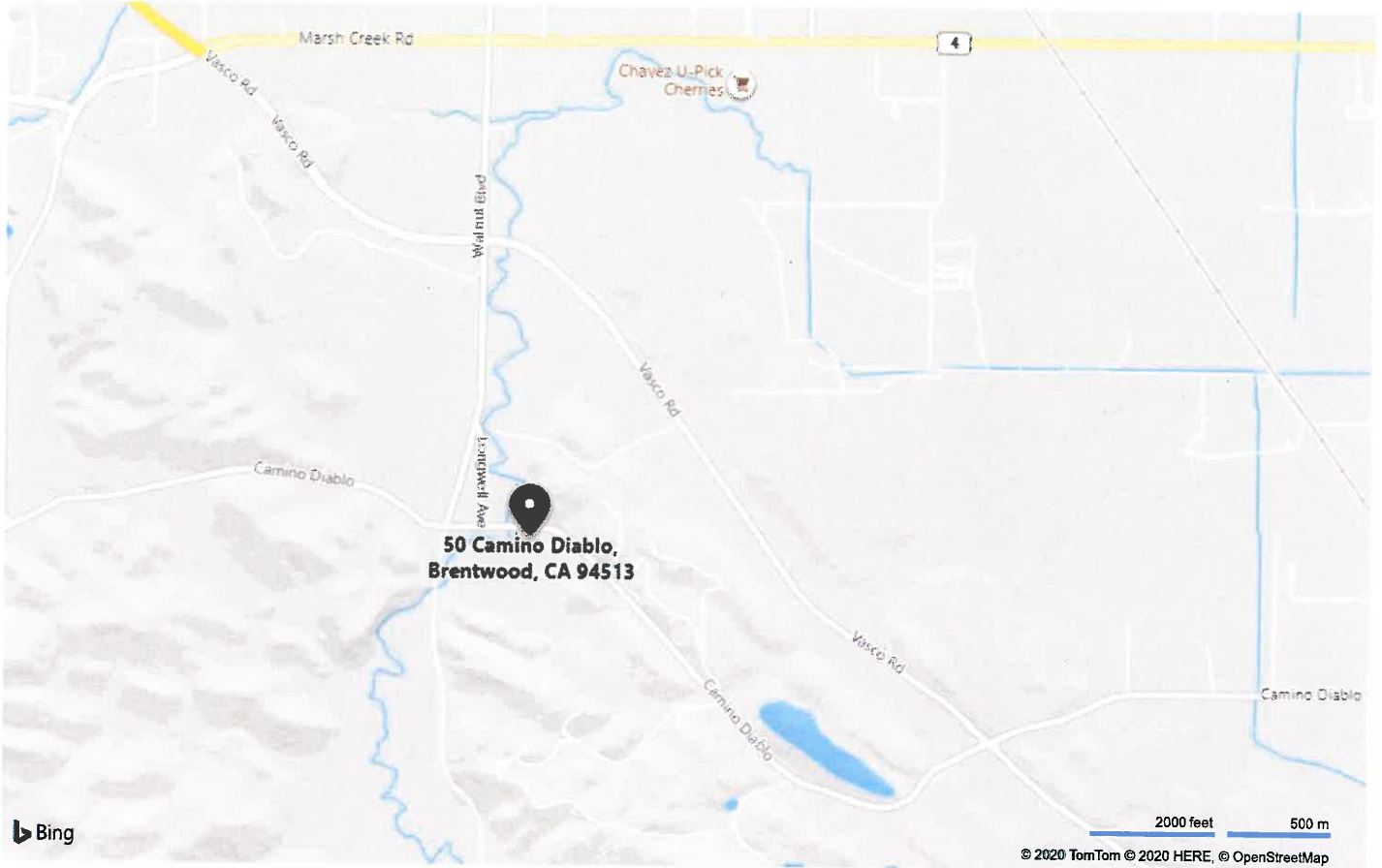
attach: Vicinity Map



50 Camino Diablo, Brentwood, CA 94513

Location: 37.874332, -121.693633

VICINITY MAP



CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Diablo MX Ranch Land Use Permit Modification
(County File #LP18-2013)
2. **Lead Agency Name and Address:** Contra Costa County
Department of Conservation and Development
30 Muir Rd.
Martinez, CA 94553
3. **Contact Person and Phone Number:** Gary Kupp, Project Planner
(925) 674-7799
4. **Project Location:** 50 Camino Diablo Road, Unincorporated Brentwood Area,
Contra Costa County (Assessor Parcel No. 003-020-048).
5. **Project Sponsor's Name and Address:** John & Lori Ramirez (Applicants & Owners)
1306 Waterfall Way
Concord, CA 94521
6. **General Plan Designation:** Agricultural Lands (AL)
7. **Zoning:** Heavy Agricultural District (A-3)
8. **Description of Project:** The project proposes to modify an existing land use permit entitlement for an existing motorcycle recreation park. The park has been in operation since the early 1970s and the site is already entirely disturbed, and all proposed changes will take place in already-disturbed areas. The project proposes to make the following changes to land use permit #LP15-2040:
 - 1) Modify Condition of Approval #14 to increase permitted sound levels to 75 (Ldn) decibels for formalized/sponsored racing events, and increase permitted sound levels to 70 (Ldn) decibels for all other riding activities.
 - 2) Modify Condition of Approval #8 to designate Martin Luther King Day and Veterans Day as additional quiet days (in addition to Tuesdays and Wednesdays, Christmas Day, and Thanksgiving Day). Racing or practice/recreational riding activities shall not be allowed on quiet days with the exception of New Year's Day, should it fall on a Tuesday or Wednesday; all other holidays that occur on a Tuesday or Wednesday shall be quiet days.
 - 3) Modify Condition of Approval #11 to change the hours of operation on race days from 9:00 AM to 6:00 PM or sundown, whichever comes first, to 8:00 AM to 5:00 PM. All racing noise shall stop at 5:00 PM on race days.
 - 4) Modify Thursday's hours of operation from 12:00 PM to 7:00 PM or sundown to 1:00 PM to 8:00 PM or sundown, whichever comes first.
 - 5) Modify Condition of Approval #23 to allow overnight camping accommodations for race contestants and support personnel consisting of up to 500 people and up to 250 recreational vehicles (i.e. RVs or motorhomes). Camping shall not exceed 3 nights per

race event and no more than 6 race events will be allowed per year leading to a maximum of 18 camping nights per year. The purpose of the camping is to facilitate race logistics for contestants and will not be allowed for public leisure activity at any time. Contestant camping will be allowed only for formalized racing events. If no races are held, there will be no camping at the facility. The camping will be allowed only in wholly self-contained recreational vehicles and would not require the installation of sanitary, water, or electrical hook-ups on the property. Recreational-vehicle storage, servicing, repair, sewage disposal, or cleaning will not be allowed on the subject property and will be conducted off site at appropriate facilities. No camping will be allowed to the general public or race spectators at any time. No motorcycle riding shall be allowed after park closing, and absolute quiet time shall be enforced between the hours of 10:00 PM until next day park opening.

- 6) The current permit allows two racing days per month (i.e. 24 race days per year). It is proposed to reduce the permitted number of racing events to a maximum of 6 per year. A “racing event” will consist of formalized races for 1 or 2 consecutive days, not to exceed one racing event within a calendar month. Total race days in a year shall not exceed 12. If a racing event is held on days that include the end of one month and the beginning of the next, it will count as only one of the 6 annual events, but the event will be the only event allowed in each of those months.
- 7) Addition of a mini-bike kids track within a 2.8-acre portion of the northeast corner of the property. No formalized/sponsored racing events will be allowed on the kids track at any time, but kids racing clinics and lessons are permitted. Use of the kids track will be limited to a maximum of 20 riders at any given time.
- 8) Minimum 4-month, or as soon as available, advance notification to neighbors for racing events; 12-month advance notification required for any New Year’s Day races.
- 9) A 4-day sound study will be required for formalized racing events (i.e. 2 practice days plus 2 racing days consecutively). The sound study will be required when the first racing event occurs and repeated two (2) years after the first event, then every five (5) years thereafter. This study will count as the required sound study for compliance reviews if a compliance review is required in the same year.
- 10) As a noise-reducing device, at the County’s discretion if deemed necessary, require installation of moveable hay bale noise barriers as directed by a county approved sound consultant. Barriers can be moved and adjusted as needed.
- 11) Modify Condition of Approval #17 to require park operators to keep a log book of tail pipe measurements taken for every bike entering the park, and a record of pass/fails with a tally of bikes turned away. Applicants can issue a 1-year certification sticker for regular customers in lieu daily measurements.

9. Surrounding Land Uses and Setting: The subject property is an approximately 43-acre agricultural property in the unincorporated Brentwood area, located approximately 1,000 feet east of the intersection of Camino Diablo Road and Walnut Boulevard. The property fronts for approximately 1,000 feet on the south side of Camino Diablo Road, and is addressed as 50 Camino Diablo Road in Brentwood. All of the surrounding parcels share the same A-3 (Heavy Agricultural District) zoning designation. A sand quarry operated by G3 Enterprises is located directly across Camino Diablo Road from the subject parcel to the north.

10. Other public agencies whose approval is required (e.g., permits, financing, approval, or participation agreement):

- Contra Costa County Public Works Department
- County Health Services Department
- East Contra Costa Fire Protection District

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The County contacted the Wilton Rancheria on January 23, 2019, and provided them with the project description and application materials for their determination of value of the site to local Native American tribes. The Wilton Rancheria responded with comments indicating that since this is an existing facility and because the site is entirely disturbed, they have no recommendations or objections to the proposed land use permit amendment.

Environmental Factors Potentially Affected

The potential impact of the Proposed Project on each of the environmental factors listed below are evaluated on the following pages. A checked box next to any factor indicates a finding of “Less Than Significant Impact with Mitigation Incorporated” from the checklist on the following pages. The checklist identifies no “Potentially Significant Impacts” (i.e., significant and unavoidable impacts) for any of the environmental factors evaluated in this study.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Services Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Environmental Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 Gary Kupp
 Senior Planner Contra Costa County
 Department of Conservation & Development

 Date

ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) **Would the project have a substantial adverse effect on a scenic vista? (Less Than Significant)**
- Figure 5-4 of the Transportation and Circulation Element of the General Plan designates Camino Diablo Road as a “Scenic Route”. Scenic Routes Policy #5-49 states that, “*Scenic views observable from scenic routes shall be conserved, enhanced, and protected to the extent possible.*” The subject site offers no scenic vistas for travelers on Camino Diablo Road because it is entirely occupied by the tracks and parking areas for an outdoor motorcycle recreational facility. The existing motorcycle recreational park has been in operation since the early 1970s and the site is already entirely disturbed, and any proposed physical changes will take place in the already disturbed areas. In addition to the motorcycle-riding activities on the subject property, it has also been highly disturbed by various mining, grading, and other agricultural operations that have left the natural contours of the area extensively altered; the immediate surrounding properties have also been altered by extensive mining, grading, and agricultural activities. The only physical changes that the application proposes is the addition of a small kids track on an approximately 2.8-acre portion of the property located immediately adjacent to Camino Diablo Road and immediately east of the park entrance gate, and the possible placement of haybale sound barriers if they are deemed necessary, which should not detract from the rural character of the area. The 2.8-acre site is already disturbed and exhibits no natural or original contours, and has been used for riding activities in the past by previous park owners. Installation of the proposed kids track will not cause any extensive changes to the appearance of the site other than the addition of small jumps or berms. All other proposed changes to the park are administrative in nature, such as reducing the number of races that can be held at the facility and changing the days of operation of the facility. The overall appearance of the facility will remain unchanged; therefore, the project will have a less-than-significant impact on scenic vistas.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? (No Impact)** The project site is not situated within a state scenic highway, so there can be no impact to trees, rock outcroppings, or historic buildings within a state scenic highway. Furthermore, no trees or rock outcroppings will be affected by the project. There are no historic buildings within the project area. Therefore the project will have no impact on scenic resources within a state scenic highway.
- c) **In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Less Than Significant)** The project site is located in the (A-3) Heavy Agricultural zoning district and is situated outside the General Plan’s urban limit line; therefore, the site is considered a non-urbanized area. The site and surrounding properties are privately owned, so the only publicly accessible vantage points would be from vehicles passing the site on Camino Diablo Road. As discussed above in Section a), the subject site offers no scenic vistas for travelers on Camino Diablo Road because it has been entirely occupied by the tracks and parking areas for the existing outdoor motorcycle recreational facility since the early 1970s. The overall appearance of the facility will remain unchanged upon implementation of the permit modifications. The project would not conflict with applicable zoning and other regulations governing scenic quality; thus, the proposed land use permit modification would have a less-than-significant impact on this analysis category.
- d) **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less Than Significant)** No new sources of lighting are proposed as an aspect of the project, although there will be contestant’s recreational vehicles (RVs) allowed to camp during formalized racing events which may emit small amounts of light to illuminate the interiors. Since the lighting will be primarily in the interior of the RVs and the project will be conditioned for any exterior vehicle lights to be turned off at 10:00 PM, the impacts to this analysis category are considered less than significant.

Sources of Information

- Contra Costa County General Plan Transportation and Circulation Element
- Project Application and Plans for County File# LP18-2013
- California Scenic Highway Mapping System Website
- Contra Costa County Accela GIS
- Contra Costa County Code, Title 8—Zoning
- Staff Site Visit Photographs

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. AGRICULTURAL AND FOREST RESOURCES – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
(No Impact) The subject site is designated “Agricultural Lands” by the General Plan. According to the state Department of Conservation’s California Important Farmland Finder, the site is not located on Prime Farmland, Unique Farmland, or Farmland of statewide or local importance, but rather is designated as “Other Land”, which includes previously mined lands, and is not considered prime, unique, or important farmland. No agricultural activity or production occurs on the project site, which is wholly occupied by dirt racetracks and parking areas associated with the existing motorcycle park. The property has been disturbed in its entirety by decades of motorcycle riding activities and past mining activities. In fact, the subject site and neighboring properties have been extensively mined for high-quality silica sand, which is identified by the conservation element of the General Plan as a valuable mineral resource for Contra Costa County. G3 Enterprises operates an open-pit sand quarry located directly across the street from the subject property, and the mining operations extend Northwest-Southeast along the north side of Camino Diablo from Walnut Boulevard to Vasco Road. In summary, the Camino Diablo corridor extending from Walnut Boulevard, to the west of the subject property, to Vasco Road to the east is heavily mined and reclaimed land that is not categorized by the state Department of Conservation as prime farmland. Thus, implementation of the project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, therefore there will be no impact to this analysis category.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (Less Than Significant)** The subject parcel is zoned Heavy Agricultural District (A-3), but no agricultural activity or production occurs on the project site, which is wholly occupied by dirt racetracks and parking areas associated with the existing motorcycle park. The proposed land use permit modifications are consistent with Section 84-38.404(20) of the of the Zoning Ordinance, which allows outdoor commercial recreational facilities in the (A-3) zoning district with approval of a land use permit. The existing motorcycle park is a legal use permitted by an approved conditional land use permit, and the proposed amendments are also consistent with the standards and requirements of the (A-3) zoning district. The property is not under a Williamson Act Contract, therefore there will be less-than-significant impacts within this analysis category.
- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g) or conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?** (No Impact) The site is not designated forest land, nor would the proposed land use permit amendments adversely affect the potential for logging operations in the area, since there are no timber lands, or state or federally regulated forests on the project site or in the vicinity. Therefore the project would have no impact on this analysis category.
- d) **Would the project involve or result in the loss of forest land or conversion of forest land to non-forest use?** (No Impact) See response to Section c) above. The project will have no impact.
- e) **Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland, to non-agricultural use?** (Less Than Significant) See responses to Sections a) & b) above. The project will have less-than-significant impacts.

Sources of Information

- Contra Costa County General Plan Conservation Element
- Project Application and Plans for County File# LP18-2013
- Contra Costa County Accela GIS
- Contra Costa County Code, Title 8—Zoning
- 2016 Contra Costa County Important Farmlands Map (CA Dept. of Conservation)

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. AIR QUALITY – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project conflict with or obstruct implementation of the applicable air quality plan?** **(Less Than Significant)** The 2017 Clean Air Plan is the most recent plan prepared to fulfill State and federal air pollution reduction requirements. The plan was developed by the Bay Area Air Quality Management District (BAAQMD) as a multi-pollutant plan and an integrated control strategy to reduce ozone, fine particulate matter, toxic air contaminants, and greenhouse gases. In 2015, Contra Costa County adopted a Climate Action Plan (CAP) in order to address climate change on a local level within Contra Costa County. The proposed project does not conflict with or obstruct implementation of any air-quality plan for the region, nor does it conflict with the Contra Costa County Climate Action Plan. There is no evidence in the project record of any existing or projected air quality violations associated with the project location, nor will the project conflict with or obstruct implementation of any applicable air quality plans. An air permit is not required by the BAAQMD for the operation of the park. The project has also been conditioned to encourage the use of electric motorcycles as technology advances; therefore, project impacts will be less than significant.
- b) **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?** **(Less Than Significant)** Based on EPA data, in 2018 Contra Costa County had a marginal-to-moderate air pollutant “non-attainment” status for Ozone (i.e. “smog”) and Particulate Matter 2.5 (PM-2.5). Non-attainment is a classification applied to an area that had one or more violations within the last three years. The EPA did not provide data identifying how many violations were identified in Contra Costa County or where the violations occurred. Both smog and PM-2.5 are pollutants commonly associated with dense urban areas such as the metropolitan Bay Area, therefore it can be reasonably assumed that the violations were logged in the more densely populated areas of central and western Contra Costa County. Contra Costa County and the project site are also currently designated as an “attainment area” for carbon monoxide (CO), which means no violations or exceedances of air-quality standards for CO were reported. The existing motorcycle park experiences only intermittent usage by small-engine dirt bikes whose use at the park would not significantly contribute to air-pollution. In fact, the park was closed for approximately 400 days that it could have been open over the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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last three years. The proposed modifications to the park’s land use permit will not increase ridership at the park beyond existing permitted levels, so emissions generated at the park will not increase as a result of the project. Furthermore, the park has been conditioned to encourage the use of electric motorcycles as the technology evolves. Thus any impacts to air quality are considered less-than-significant.

c) **Would the project expose sensitive receptors to substantial pollutant concentrations?**

(Less Than Significant) The BAAQMD is the responsible agency for maintaining air quality within the San Francisco Bay Area Air Basin (SF Basin) within federal and state quality standards. BAAQMD defines sensitive receptors as facilities and land uses where groups such as children, the elderly, the acutely ill, and the chronically ill are likely to be located. These land uses include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, medical clinics, etc. The site and the majority of surrounding properties are rural agricultural lands and are therefore not considered sensitive receptors based on the BAAQMD definition. There are isolated residences on the neighboring properties; these residences are considered sensitive receptors that could be potentially impacted by air pollutants generated by the project. As discussed above in Section b) the existing motorcycle park experiences only intermittent usage by small-engine dirt bikes that would not significantly contribute to air-pollution. The proposed modifications to the park’s land use permit will not increase ridership at the park beyond existing permitted levels, so emissions generated at the park will not increase because of the project; therefore, the project modifications will have a less-than-significant impact on this analysis category.

d) **Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?** **(No Impact)**

The proposed land use permit amendments do not include any odor-generating activities. Common odor-generating land uses typically involve petroleum refining, natural gas production, manufacturing, fabrication, rendering of animal products, manure production or use, painting, etc. The proposed land use permit modifications will not produce any noxious odors, thus the project will have no impact on this category.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County Climate Action Plan
- Bay Area Air Quality Management District website
- Air Resources Board website
- Environmental Protection Agency Nonattainment Data (www3.epa.gov/airquality/greenbook/anayo_ca.html)
- Conditions of Approval for Land Use Permit #LP15-2040

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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4. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less Than Significant With Mitigation)** Figure 8-1 of the Conservation Element of the General Plan indicates the project site is located in a significant ecological area of biological importance, and that the project area potentially could provide habitat for a number of species of importance, such as San Joaquin Kit Fox, Alameda Whip Snake, Tri-colored Blackbird, California Red-legged Frog, California Tiger Salamander, Western Pond Turtle, and several freshwater fairy shrimp species. Due to the potential biologic sensitivity of the area indicated by the General Plan, the park operators were required to provide a biological assessment of the project site. A biological resource report for the proposed project prepared by Vollmar Natural Lands Consulting on September 7, 2018 concludes that there are no sensitive habitats on the subject property. It also concludes that there is a very low potential for any special-status plant species to occur on the site, since the project area has no specialized soils because it has been highly disturbed due to the motorcycle riding and past mining activities. There is also a very low potential for special-status wildlife species due to the highly

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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degraded habitat conditions. Nevertheless, the report recommends that pre-development nesting surveys be conducted prior to installation of the kids track if it occurs between March and August, since burrowing owls could possibly nest on the site during this time.

MITIGATION MEASURE:

Impact: Western burrowing owls often nest in disturbed areas such as the location of the kids track, though they do not typically inhabit sites that are periodically disked, and installation of the kids track between March and August could disrupt nesting.

- **(BIO-1) Mitigation:** If installation of the kids track occurs between March and August, the park operators shall hire a qualified biologist to conduct the nesting survey for western burrowing owls and follow any avoidance measures required by the survey. Survey will be conducted at least 14 day prior to ground disturbing activities and findings submitted to the Department of Conservation and Development, Community Development Division for review and authorization to proceed with installation of kids track.

Implementation of Mitigation Measure (BIO-1) will reduce project impacts to less-than-significant levels.

b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

(Less Than Significant) The California Department of Fish and Wildlife (CDFW) was solicited for comments on the proposed project and none were received from the CDFW. The site has a riparian habitat located at the northwest corner of the property, but none of the existing motorcycle riding activities or any of the proposed aspects of the current application will take place in the creek area. The project biological assessment did not identify any sensitive natural communities or habitats in the project area; therefore, project impacts will be less than significant.

c) **Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?** **(No Impact)**

The proposed project will have no impact on any wetlands, marshes, vernal pools, or coastal areas; field and GIS reconnaissance of the site performed for the biological assessment confirms that there are no such aquatic features in the project vicinity. Thus, there will be no impacts to such resources.

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

(Less Than Significant With Mitigation) The project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, as no such

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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features were identified on the project property. The project biological assessment indicated that there is a potential for the nesting of western burrowing owls between the months of March and August, therefore the project will be conditioned to conduct pre-development nesting surveys prior to installation of the kids track if it occurs during this timeframe. Implementation of Mitigation Measure (BIO-1) will reduce any impacts to less-than-significant levels.

- e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less Than Significant)** The project does not propose any impacts to, or removal of any trees protected by the County’s tree protection and preservation ordinance, nor are there any trees in the vicinity of the proposed grading. Therefore, the project impacts to this CEQA category are considered less than significant.
- f) **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Less Than Significant)** The CDFW was solicited for comments on the proposed project and none were received. In addition, the East Contra Costa County Habitat Conservancy reviewed the project and determined that the project falls under East Contra Costa County Habitat Conservation Plan, but participation in the program is voluntary for projects located in areas outside the County Urban Limit Line (as the rural setting for such projects is less compatible with the standardized avoidance and mitigation measures in the Habitat Conservation Plan). The park operators therefore chose to commission their own biologist to survey the site, and the report identified no habitats that would require permitting through federal, state, or local wildlife agencies. Thus, project impacts will be less than significant.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Vollmar Natural Lands Consulting, “*Reconnaissance-level Biological Resources Assessment of Proposed Dirt Bike Track Development Site*”, dated September 7, 2018
- Contra Costa County General Plan Conservation Element
- Contra Costa County Accela GIS
- Comments from the East Contra Costa County Habitat Conservancy, dated May 24, 2018

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to California Environmental Quality Act Guidelines Section 15064.5?** (Less Than Significant) The California Historical Resources Information System (CHRIS) at Sonoma State University has indicated that the subject site is located within the Los Vaqueros/Upper Kellogg Creek Historic District. CHRIS recommended that a qualified archeologist conduct a field study to identify any unrecorded archeological resources, and that the County contact local Native American tribes regarding the site’s value for potential cultural, traditional, and religious heritage importance. Figure 9-2 of the Open Space Element of the General Plan identifies the project site as an area of low archeological sensitivity. The proposal does not require the modification or removal of any of the existing structures or buildings on the property. No ground excavations are proposed for the project. The project is proposed to be implemented on an agricultural parcel that has been entirely disturbed by decades of motorcycle riding activities and past surface mining, and thus it is unlikely to impact any unique geologic features, burial sites, or any cultural, paleontological, or archeological resources. Furthermore, the Wilton Rancheria was solicited for comments relating to Native American resources, to which they responded that there are no concerns since the park is an existing facility. Therefore, in light of these considerations and the existing site conditions, the County elected to not require the recommended archeological survey of the project area. However, it is standard practice for the county to condition building, grading, and land use permits to stop work until the site has been assessed by a qualified archeologist/anthropologist in the event that archeological or anthropological resources, such as human remains, are found during construction or site preparation. Therefore, the implementation of the county’s existing procedures and standard conditions for construction and development permits will reduce any impacts to less-than-significant levels.
- b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Environmental Quality Act Guidelines Section 15064.5?** (Less Than Significant) See response to Section a) above.
- c) **Would the project disturb any human remains, including those interred outside of formal cemeteries?** (Less Than Significant) See response to Section a) above.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Plan Open Space Element
- E-mail from the Wilton Rancheria, dated January 23, 2019.
- Project Comment Letter from CHRIS, dated May 23, 2018.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less Than Significant)** The project is not a large-scale operation that will require large amounts of electricity or any other energy sources. The motorcycles have gasoline engines that use very little gasoline compared to cars or trucks, and are therefore considered to be very efficient in comparison since motorcycles can travel as far as 75 to 130 miles per gallon. The Contra Costa County General Plan Open Space Element states that *“the provision of major parks to serve the urbanized areas is essential to physical and mental well-being.”* Accordingly, the recreational use of motorcycles is not considered wasteful or unnecessary, since recreation is an important aspect of human physical and mental health. Project impacts to this CEQA category are less than significant.
- b) **Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)** The existing land use permit entitlement is conditioned to require the park operators to showcase the use of electric motorcycles during at least one formalized racing event per year for the purpose of noise reduction and to promote clean energy. There are no state or local renewable energy plans or energy efficiency plans that apply to the project, therefore, there will be no impacts.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Plan Open Space Element
- Condition of Approval #4 of LP15-2040

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7. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: (Less Than Significant)

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Only one fault in the region is considered active by the California Geological Survey (CGS). The Greenville-Marsh Creek fault experienced surface fault rupture in 1980. The Alquist-Priolo (A-P) Zone delineated by the State is approximately ¼ mile wide, trends northwesterly and passes 6½ miles southwest of the site. The active fault is represented by a ¼ mile wide zone because of uncertainty in the precise location of the active trace. According to the CGS, the A-P zone compasses recently active and potentially active traces of the Greenville-Marsh Creek fault. It should be recognized that the CGS does not delineate an A-P zone unless it believes that there is clear evidence that surface fault rupture has occurred during Holocene time (i.e. during the last 11,000 years). In the case of the Greenville fault, review of available data by CGS geologists determined that only the southern segment of this fault has no proven Holocene offset. Although geologic maps have confirmed that the Greenville-Marsh Creek fault is known to wrap around the back side of Mt. Diablo, the Marsh Creek segment of this fault system has

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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not been placed in an A-P Zone. The U.S. Geological Survey (USGS) has issued a digitized geologic map of the County that shows bedrock geology. This map also shows faults, but the faults are not classified as to their activity status. In the Byron area numerous faults are mapped that trend generally north-south. None of these faults pass through the project site and no faults in the east county area are classified as active by the CGS. Because no faults are mapped through the site, and because the nearest active fault passes more than 6 miles southwest of the site, the probability of the project site experiencing surface rupture can be considered very low and less than significant.

ii) Strong seismic ground shaking? Although no active faults have been identified in eastern Contra Costa County, a seismically active blind thrust belt underlies the Coast Range-Great Valley geomorphic boundary and passes through eastern Contra Costa County. Its location is not well established, but a through-going, north-south trending, fault is mapped by the USGS that passes approximately 4 $\frac{2}{3}$ miles to the east of the site. Earthquakes associated with the Great Valley fault system include the 1983 Coalinga earthquake and 1985 Kettleman Hills earthquake, of magnitudes 6.7 and 6.1 respectively. Additionally, two greater than 6.0 magnitude earthquakes are believed to have occurred on this fault system in 1892, with epicenters near Winters and Dixon. Similar magnitude, or larger, seismic events could originate on the segment of this fault system that passes through eastern Contra Costa County. The precise location of the Great Valley fault system and associated blind-thrust faults are not accurately mapped because the earthquakes on this fault system do not result in fault rupture at the ground surface. Wakabayashi and Smith (1994) have proposed preliminary segmentation of the Great Valley fault system. In the Alameda-Contra Costa County area, a 30-kilometer-long segment with a characteristic earthquake magnitude of 6.7 is indicated. Overall, Wakabayashi and Smith state the recurrence interval for the average Great Valley fault segment, as estimated from historical seismicity, is 360 to 440 years. In summary, there are potential seismic sources both to the east and west of the site. According to the Contra Costa County General Plan Safety Element, the portion of the site proposed for grading/quarrying is within a rolling hillside area rated “Lowest Damage Susceptibility”. The risk of structural damage from ground shaking is regulated by the building codes and County Grading Ordinance. The County has adopted the 2013 California Building Code (CBC), which requires use of seismic parameters in the design of all structures requiring building permits (e.g. single-family residences, building permits and most accessory structures). The seismic parameters are based on soil profile types and proximity of faults deemed capable of generating strong/violent earthquake shaking. In this case, there are no structures for human occupancy proposed, thus, effects of earthquake fault rupture should be less than significant.

iii) Seismic-related ground failure, including liquefaction? With regard to liquefaction potential, the Safety Element of the General Plan includes a Liquefaction Potential Map. This map was prepared for the County by a geotechnical engineering firm. The consultant’s scope of work included review of available information on soil conditions, along with data on the elevation of the water table, and review of selected borehole logs for land development projects in the County. The resulting map divided the County into three

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liquefaction potential categories: “generally high,” “generally moderate to low,” and “generally low.” The project site is in the Generally Low category. The map is used as a screening criterion during the processing of land development applications, on a project-by-project basis. The County has consistently required rigorous evaluation of liquefaction potential in areas of “high potential,” and qualitative investigations are demanded in the “moderate to low” category. Assessment of liquefaction potential is minimal for sites in the “generally low” category. Because no structures or habitable buildings are proposed, the project impacts are less than significant.

- iv) Landslides? In 1975, the USGS issued photo-interpretation maps of landslide and other surficial deposits of Contra Costa County. That mapping is presented in the Safety Element of the County General Plan. According to this USGS map, there are no suspected landslides within 1½ miles of the site, therefore it can be concluded that landsliding is not a potential hazard for this site and is regarded as less than significant.

- b) Would the project result in substantial soil erosion or the loss of topsoil? The project site is located within an area that is semi-arid. The nearest creek is the main channel of Kellogg Creek, which passes through the northwest corner of the site, and much of the intervening land is on the valley floor, which will allow for evaporation and infiltration of most runoff before it reaches the channel. Wind erosion is not expected, since the site is frequently watered by water trucks for dust-control purposes. For these reasons, it is expected that erosion will be a less-than-significant impact.

- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less Than Significant) According to Figure 10-6 of the Safety Element, the site is located in an area where no known landslide deposits have been identified. And according to Figure 10-5 of the of the Safety Element, the project site is located in an area that has been characterized as having a “generally low” potential for liquefaction. In addition, the existing motorcycle tracks and the proposed modifications are located on general flat ground and don’t have any potential for landslides, lateral spreading, subsidence, liquefaction, or collapse; therefore, the risks posed by these are less than significant.

- d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (Less Than Significant) An extensive geotechnical investigation was conducted for the neighboring property at 280 Camino Diablo Road in 2015. Although the report is site specific, it can reasonably be assumed that the general regional geological conditions described therein are similar to those of the subject property at 50 Camino Diablo Road. With regard to engineering properties, the sandstone bedrock in the general area surrounding the site tends to be firm in general, but concretions, cemented sandstone, and travertine are hard. Some siltstone and shale may be soft or “punky.” Weathering of sandstone extends to a depth of 30 ft.; iron staining to greater depths. Claystone is weathered to depths of 8 to 10 ft. The interbedded claystone is firm both where fresh and where weathered. Present are silty clays of low plasticity/low expansion

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potential; sieve tests indicate that the rock to be quarried is a mixture of sand, silt, and clay. In summary, the area soils indicate a relatively low expansion potential and limited data indicates a low corrosivity. But because the project proposes no construction of buildings or homes, risks associated with expansive soils are less than significant.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)** No structures for human occupancy are proposed, and no septic systems are anticipated, and consequently, the septic system suitability of on-site soils is not an issue for this project; therefore, there will be no impacts.
- f) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (No Impact)** The entire property is completely disturbed by decades of motorcycle riding activities and past mining operations. The project proposes no impacts to geological or paleontological resources.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County Accela GIS
- Contra Costa County Grading Ordinance
- Contra Costa County General Plan Safety Element
- Darwin Myers Associates, “*Geologic Peer Review LP14-2009 (Proposed Quarry) & LP14-2010 (Proposed Reclamation Plan), 280 Camino Diablo/ APN 003-020-042 Byron Area, Contra Costa County*”, dated January 7, 2016
- Wakabayashi, J., and Smith, D.L., “*Evaluation of Recurrence Intervals, Characteristic Earthquakes, and Slip Rates Associated with Thrusting along the Coast Range-Central Valley Geomorphic Boundary, California*”, Bulletin of the Seismological Society of America, Vol. 84, No. 6., circa 1994
- California Geological Survey, “*Fault-Rupture Hazard Zones in California*”, Special Publication 42, circa 2007
- Graymer R., D.L. Jones & E.E. Brabb, “*Preliminary Geologic Map Emphasizing Bedrock Formations in Contra Costa County, California*”, U.S. Geological Survey Open File Report 94-622, circa 1994
- Nilsen, T.H., “*Preliminary Photointerpretation Map of Landslide and Other Surficial Deposits of the Byron Hot Springs 7.5-Minute Quadrangle, Contra Costa County*”, U.S. Geological Survey, Open File Report 75-277-9, circa 1975
- Ellen, S.D. and C.M. Wentworth, “*Hillside Materials and Slopes in the San Francisco Bay Region, California*”, U.S. Geological Survey Professional Paper 1357, circa 1995
- Welch, L., “*Soil Survey of Contra Costa County*”, U.S.D.A. Soil Conservation Service, dated September 1977
- Berlogar Stevens & Associates, “*Limited Geotechnical Assessment, Proposed Mining Plan, 280 Camino Diablo Road, Brentwood, California*”, dated March 6, 2015

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less Than Significant)** Greenhouse gas (GHG) emissions may have the potential to have an effect on the atmosphere and climate by trapping heat in the atmosphere. Although there is disagreement among climate scientists and experts on the rate of global climate change, there is a scientific basis for linking increased emissions of GHGs and long term global temperature increases. GHGs are considered global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. The major GHGs that are released from human activity include carbon dioxide (CO₂), methane (CH₄), and nitrous oxides (NO_x). The primary sources of GHGs produced by human activities are vehicles (including planes, trains, and automobiles), energy plants, and industrial and agricultural activities. The project is not a large-scale operation that will require large amounts of electricity or any other energy sources. Although motorcycles emit GHGs, they have very efficient gasoline engines that use very little gasoline compared to cars or trucks, since motorcycles can travel as far as 75 to 130 miles per gallon. Use of the park is intermittent due to seasonal and weather-related variables, so continuous use of the park is not possible. Furthermore, the park is already in operation and GHG emissions are ongoing and the project is not expected to change or increase the pace of emissions. Due to these factors, the GHG emissions associated with the park operations and proposed modifications are considered less than significant.
- b) **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less Than Significant)** Contra Costa County has instituted a wide range of programs and activities on the local level aimed at responding to climate change by reducing greenhouse gas emissions. Most recently, the Contra Costa County Board of Supervisors in April 2012 directed the Department of Conservation and Development to prepare a Climate Action Plan to address climate change impacts in the unincorporated area by reducing GHG emissions. On December 15, 2015, the Climate Action Plan was adopted by the Board of Supervisors. The Climate Action Plan identifies specific measures on how the County can achieve a GHG reduction target of 15% below baseline levels by the year 2020. In addition to reducing GHG, the Climate Action Plan includes proposed policies and actions to improve public health and provide additional community benefits, and it lays the groundwork for achieving long-term greenhouse reduction goals for 2020 and 2035. The Bay Area Air Quality Management District’s thresholds of significance for project GHG include compliance with a qualified GHG reduction strategy such as the CAP. As stated above in the response to Section a), even though motorcycles emit GHGs, they have very efficient gasoline engines that use very little gasoline compared to cars or trucks, since motorcycles can

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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travel as far as 75 to 130 miles per gallon, and use of the park is intermittent due to seasonal and weather-related variable, so continuous use of the park is not possible, thus the project does not conflict with the CAP. Furthermore, the park is already in operation and GHG emissions are ongoing and the project is not expected to change or increase the pace of emissions. Thus, such impacts are considered to be less than significant.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County Climate Action Plan
- Bay Area Air Quality Management District website: www.baaqmd.gov

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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9. HAZARDS AND HAZARDOUS MATERIALS – <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less Than Significant)** The proposed project is to amend the existing land use permit entitlement for an existing off-road motorcycle park. No hazardous materials are proposed to be used on the site. Transport, use, or disposal of hazardous materials is not proposed and will not occur. No building construction is proposed; therefore, materials common to building construction sites will not be used. Although materials such as vehicle fuel, engine fluids, lubricants, etc. are technically classified as hazardous materials, their availability at the park is in small quantities and incidental to their use in motorcycles, such as riders using gas cans to refuel bikes. No refueling or repair facilities exist on the subject property, nor are any proposed. Furthermore, the park is already in operation and the project is not expected to change to this aspect of park activities. Thus, the impacts are considered less than significant.
- b) **Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? (Less Than Significant)** Such upset and accident scenarios that would release hazardous materials into the environment are generally associated with the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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shipping of freight by marine, railroad, or trucking vehicles where large quantities hazardous materials could be released into the atmosphere, waterways, or densely populated or ecologically sensitive areas. No such activities are associated with the motorcycle park or occur on the subject property, nor are any proposed. The site is a large-acreage agricultural property that is neighbored by other agricultural properties that support low-density residential uses. As discussed above in Section a), materials such as vehicle fuel, engine fluids, lubricants, etc., although technically classified as hazardous materials, are used at the park, but their availability is in small quantities and incidental to their use in motorcycles. Spills and accidents involving their use would be negligible. Once again, any such impacts would be less than significant.

- c) **Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?** (No Impact) There are no schools within one quarter mile of the project site. The closest school is Excelsior Middle School, located at a radial distance of approximately 2.7 miles east of the site at 14301 Byron Hwy in Byron. Since the routine transport, use, or disposal of hazardous materials is not proposed for this project, it is not anticipated that hazardous materials will impact any schools, accidentally or otherwise.

- d) **Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?** (No Impact) A review of the Cortese List data base maintained by the California Environmental Protection Agency indicates that the property is not on the list of contaminated properties or toxic substance clean-up sites; therefore no impacts are anticipated.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?** (No Impact) [See Section 13 of this document for analysis of project noise impacts.] The site is located farther than 2 miles from the nearest public use airport, which is the Byron Airport, located at a radial distance of approximately 4 miles southeast of the site. Thus, the project would not create an aircraft safety hazard for people working, residing in, or traveling through the area; therefore no impacts are anticipated.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?** (No Impact) The proposed project will amend the existing land use permit entitlement for an existing motorcycle recreational park; no increases in traffic, residential development, or other construction is proposed. In the event of an emergency, emergency personnel and equipment would enter and exit the site from the existing ingress/egress point located at 50 Camino Diablo Road. Thus the project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan; therefore no impacts are anticipated.

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- g) **Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less Than Significant)** According to the Safety Element of the General Plan, the site is located in a “Moderate Fire Hazard State Responsibility Area”. This setting can result in a potential for dangerous fire hazards for people residing on the fringes of the wildlands. The existing motorcycle recreational facility is located on an agricultural parcel that has been extensively disturbed and cleared by decades of off-road motorcycle riding activities. Due to already-disturbed condition of the property, there are no extensive grasses or other vegetation to pose a significant fire hazard. The project will also be conditioned to require the park operators to keep fire extinguishers available onsite. Additionally, no residential development or construction of any potentially combustible structures is proposed, nor are there any procedures or practices involving sources of fire proposed; thus, the project impacts are considered less than significant.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Plan Safety Element
- Contra Costa County Accela GIS
- Google Maps
- California EPA Cortese List (www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)
- Contra Costa County Airport Land Use Compatibility Plan, dated December 13, 2000

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Less Than Significant)**

The proposed project will amend the existing land use permit entitlement for an existing motorcycle recreational park. No impervious surfaces are proposed as part of the project, so no storm water control plan is required. No structures for human occupancy are proposed, nor are there any new septic systems or water services are proposed, and on that basis, the project can be considered to be in compliance with applicable water quality standards.

- b) **Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less Than Significant)**

No aspects of the proposed modifications to the facility are related to water usage, nor require the use of water beyond existing levels. The subject property currently has water service from an existing well, which is used for dust-control and provides water for the existing residence building. No new wells are proposed and none are needed for the land use permit amendment; therefore, groundwater recharge will not be affected.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) **Would the project substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (Less Than Significant)**
- i) **Result in substantial erosion or siltation on- or off-site?** There is a seasonal stream that passes through the northwest corner of the subject property, but none of the existing park activities or the proposed permit amendments are conducted near the creek or within the creek or its banks. The course of the creek will not be changed or altered in any way. As discussed above in Section a), no impervious surfaces are proposed as part of the project, nor is any construction proposed other than the creation of the kids race track and placement of hay bales for noise mitigation, neither of which will have an impact on drainage patterns. The existing drainage patterns will not be altered, therefore there will be no erosion or siltation impacts.
 - ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?** The proposed permit amendments will not change the amount of runoff generated on the site, since they will all take place within the existing park area. No expansion of the park boundaries is proposed.
 - iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?** See response to Subsection ii) above.
 - iv) **Impede or redirect flood flows?** According to the FEMA Flood Zone layer on the county's GIS application, the site has been designated as "Flood Zone X", which is an area that is not subject to flooding. Furthermore, flows to and in the onsite stream channel will not be altered or impeded in any way as a result of project implementation. Therefore, there will be no impacts to this category.
- d) **In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? (No Impact)** The subject site is not located within a flood hazard as determined by the Federal Emergency Management Agency, pursuant to the FEMA Flood Zone layer on the county's GIS application. Accordingly, the County Flood Plain Technician has reviewed the proposal and no flood-plain or flood-control requirements were deemed necessary. The project does not include a proposal to remove or modify an existing dam or levee, or other mechanism for controlling large volumes of water. There are no dams or levees on the subject property. The project site is protected from seiches, tsunamis, or mudflows from large bodies of water due to its location being well inland from oceans, bays, or lakes. Therefore there will be no impact.
- e) **Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No Impact)** The subject property is not located within a state-designated groundwater basin, therefore it is not subject to the Sustainable Groundwater Management Act, and accordingly there are no regulations imposed by the County aside from General Plan policies to protect groundwater quality from pollution. The subject land

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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use permit amendment does not include any proposed changes that will affect groundwater in any way.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Plan Safety Element
- Contra Costa County General Plan Conservation Element
- Contra Costa County Accela GIS
- California Department of Water Resources website
- Flood Plain Technician project comments, dated May 29, 2018

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project physically divide an established community? (No Impact)** The project proposes to amend an existing land use permit entitlement for an existing motorcycle recreational park. No subdivisions of land, increased residential development, or other construction is proposed. The project will be conducted on an existing legally established lot, and there are no aspects of the project that could physically divide an established community, so no impacts to existing communities are possible.
- b) **Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (No Impact)** The proposed project use is consistent with the goals and policies of the Agricultural Lands (AL) designation of the County General Plan and the Contra Costa County zoning ordinance. Lands designated (AL) include most privately owned rural lands in the County. Most of these lands are in hilly portions of the County and are used for grazing livestock or dry grain farming. The purpose of the (AL) designation is to preserve and protect lands capable of, and generally used for the production of food, fiber, and plant materials. The (AL) designation is intended to be descriptive of the predominant agricultural uses that take place in such areas, and the General Plan emphasizes that this description shall not be used to exclude or limit other types of non-urban uses, such as the existing outdoor motorcycle recreational facility. The General Plan further states that “extensive recreational facilities” may be allowed in agricultural areas that are designated (AL) by issuance of a land use permit. Furthermore, the subject property is zoned Heavy Agricultural District (A-3). The proposed modifications are consistent with Section 84-38.404(20) of the of the zoning ordinance, which allows outdoor commercial recreational facilities in the (A-3) zoning district with approval of a land use permit. The existing recreational facility has had a valid land use permit since the early 1970s; therefore, the project does not conflict with any land use plans or policies.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Plan Land Use Element
- Contra Costa County Code, Title 8—Zoning
- Contra Costa County Accela GIS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?** (No Impact) The Conservation Element of the General Plan identifies mineral resource areas on Figure 8-4. A portion of the site is within a designated mineral resource area for commercial-grade, high-quality Domengine Sandstone, which is commercially mined across Camino Diablo Road. The subject site has already been mined in the past for this resource, and there are no more mining activities occurring on the property. Past surface mining activities have ceased and the mine sites have been successfully reclaimed pursuant to the County’s Surface Mining Ordinance and the State’s Surface Mining and Reclamation Act of 1975 (SMARA). Since site has already been mined for the Domengine sand resource and reclaimed, and since no further mining is proposed, this land use permit amendment will not cause a loss of known mineral resources. Thus, there will be no impact.
- b) **Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?** (No Impact) See response to Section a) above.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Plan Conservation Element
- Contra Costa County Surface Mining Ordinance
- State Surface Mining and Reclamation Act of 1975

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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13. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

(Less Than Significant With Mitigations) Elements of the proposed permit modifications that could affect noise levels at the facility include requests to allow noise levels generated by motorcycle activity during racing events be increased to 75 dBA(Ldn) and to increase noise levels for all other non-racing motorcycle riding to 70 dBA (Ldn). Additionally, the project proposes a kids mini-bike track, and the allowance for overnight camping accommodations for official racing contestants during racing events (no public camping would be allowed at any time).

ANALYSIS OF PROPOSED INCREASE OF PERMITTED NOISE LEVELS

Due to difficulty complying with noise levels approved under land use permit #LP15-2040 (see Table 1 below), the applicants request approval to raise the noise levels permitted at the park. The County consulted with an independent, third-party sound consultant to evaluate the need for permit modifications, determine the appropriate degree to which to raise the sound levels and evaluate mitigation measures. The third-party consultant reviewed the sound history and available noise reports relating to the motorcycle park and recommended that the permitted noise levels be increased to 75 dBA Ldn during formalized racing events and 70 dBA Ldn for all other non-race activities, such as practice and recreational riding.

The General Plan addresses noise in terms of community exposure. The metric used to assess noise exposure is often dependent on the period of time which the source of noise is in operation. For a source that is in operation for multiple hours in a given day, a metric such as the day-night noise levels (Ldn) may be most appropriate, whereas a metric of Lmax, or maximum noise level, is appropriate for an event occurring for a second in time. To account for human sensitivity to nighttime noise, the Ldn descriptor was adopted by the Environmental Protection Agency to describe community noise exposure over a 24-hour period. The land use category of the subject property is designated by the General Plan as “Agricultural Lands (AL)”. The

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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General Plan allows a noise level of up to 75 dBA Ldn for agricultural areas with the (AL) designation (see Attachment #1). The motorcycle park is not currently permitted to generate noise levels up to 75 dBA Ldn. The facility’s approved sound levels were based on the predicted levels from the “Diablo MX Ranch Noise Study”, dated March 8, 2016, plus 3 dBA Ldn, as allowed by condition of approval #14 (see Table 1).

TABLE 1: Currently Approved 24-hour Day-Night/Ldn Sound Levels (2016 Predicted +3 dB) as Permitted by LP15-2040 (Note: These levels include usage of a PA system.)

Event Type	Loc. 1	Loc. 2	Loc. 3	Loc. 4	Loc. 5
Weekend Race Day	(61+3)= 64	(69+3)= 72	(64+3)= 67	(73+3)= 75 (capped)	(60+3)= 63
Weekend Practice Day	(58+3)= 61	(64+3)= 67	(60+3)= 63	(68+3)= 71	(58+3)= 61
Weekday Practice Day	(56+3)= 59	(61+3)= 64	(58+3)= 61	(64+3)= 67	(56+3)= 59
Fri/Sat Night Lights	(60+3)= 63	(52+3)= 55	(57+3)= 60	(56+3)= 59	(60+3)= 63

As required by land use permit #LP15-2040, once the park was opened for business, the park operators submitted a compliance review application and sound study of the most noise-intensive riding activities in order to verify that the sound levels listed in Table 1 were not exceeded. Race days were predicted to be the most noise-intensive riding activities expected at the park, but since no formalized racing events were held at the time of the 2017 compliance review, the park operators were required by the county to provide a noise study of the next most intensive activity, which are the “weekend practice” days. “Practice” days are any non-race-related business days where customers pay to ride recreationally at the park. That noise study is titled “Diablo MX Ranch 2017 Noise Study”, dated November 6, 2017. It should also be noted that helicopter noise was also factored into the 2017 sound levels measured above due to a motorcycle crash on site during the weekend study period. Presented below in Table 2, are the resulting measured noise levels of a weekend practice day in relation to the modeled levels that were predicted in the 2016 noise study with 3 dBA added.

TABLE 2: First Compliance Review Sound Levels Measured on September 9th & 10th of 2017

Weekend Practice Levels September 9 & 10, 2017	Day-Night Noise Level (dBA Ldn)					*Loc. 6
	Loc. 1	Loc. 2	Loc. 3	Loc. 4	Loc. 5	
Predicted Levels (+3dB)	(58+3)= 61	(64+3)= 67	(60+3)= 63	(68+3)= 71	(58+3)= 61	-
Measured Saturday	53	69	67	60	52	55
Measured Sunday	53	69	68	61	49	55
Amount Exceeded	-8	+2	+4/+5	-11/-10	-9/-12	-

(* Additional control location added.)

Location 2 exceeded the permitted noise levels by 2 dBA Ldn while Location 3 exceeded the permitted noise levels by 4 dBA Ldn on Saturday and 5 dBA Ldn on Sunday, but none of the measured sound levels exceeded the 75 dBA Ldn allowed by the General Plan. In fact, the sound

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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levels measured at the other three monitoring stations were significantly below the noise levels permitted by LP15-2040. Nonetheless, condition of approval #14 required that mitigation measures recommended by a qualified noise consultant be installed to reduce noise impacts to below the 2016 predicted levels plus 3 dBA. In a document entitled “Supplemental Letter for Diablo MX Ranch 2017 Noise Study”, dated January 30 2018, the park operator’s sound consultant suggested mitigations including earthen berms and concrete walls. The park operators claim that both options are financially and logistically infeasible. Therefore, they submitted an application on May 2, 2018, to modify condition of approval #14 to raise the park’s maximum community noise exposure limit at all five monitoring locations to 75 dBA Ldn for all racing and riding activities at the park. Upon review of the sound history and available noise reports relating to the motorcycle park by the County’s third-party sound consultant, it was instead recommended that the permitted noise levels be increased to 75 dBA Ldn only during less-frequent formalized racing events, and to 70 dBA Ldn for all other non-race activities, such as practice and recreational riding.

According to the predicted noise levels in Table 1, the formalized racing events are expected to have the loudest impact. Racing events were predicted to have noise levels as high as 73 dBA Ldn, which still conforms with the General Plan noise limits, while the other less-noisy practice/recreational riding activities were projected to be well below 75 dBA Ldn. In fact, Table 2 shows that the park’s actual noise levels measured in 2017 on a weekend practice day confirm this. Generally, the noise levels for that weekend practice day registered well below the 75 dBA Ldn limit in the General Plan, with none of the levels exceeding 69 dBA Ldn. It should be understood that the intent for raising the permitted sound levels is not to allow the activities to get louder, but rather to accommodate the existing sound levels generated by the park. Nevertheless, allowing the park’s permitted noise levels to be raised to 75 dBA Ldn for formalized racing events and 70 dBA Ldn for all other practice and recreational riding activities, typical racing activities could cause noise impacts to the surrounding properties.

It is also important to note that there are existing noise-reduction and noise-avoidance aspects that are inherent to the park operations; the key example is the intermittent nature of the riding activities. The park has been open for business under the current ownership since April of 2017. From April 2017 through December of 2019, the park was closed for approximately 400 days that the park could have been open, due to rain, extreme heat, high winds, and voluntary closures. Thus, it is emphasized that it is not feasible for the park to be open and generating noise on every day it is permitted to be open throughout the year. Furthermore, it is unlikely that noise would be generated for the entire duration of business hours, because track usage by riders is not constant due to frequent down time (i.e. riders resting, etc.), which translates into periods of non-usage of the tracks during a typical business day.

MITIGATION MEASURES:

Impact: Formalized racing events are the loudest activities that can occur and they are expected to generate the highest noise levels at the park. Noise generated by motorcycle racing could impact the surrounding community when races are held.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- **(NOISE-1) Mitigation:** The current permit allows two racing days per month (i.e. 24 race days per year). The permitted number of racing events will be reduced to a maximum of 6 per year. A “racing event” will consist of formalized races for 1 or 2 consecutive days, not to exceed one racing event within a calendar month. Total race days in a year shall not exceed 12. If a racing event is held on days that include the end of one month and the beginning of the next, it will count as only one of the 6 annual events, but the event will be the only event allowed in each of those months.
- **(NOISE-2) Mitigation:** All motorcycle noise shall not start before 8:00 AM and must stop at 5:00 PM on race days.
- **(NOISE-3) Mitigation:** 12-month advance notification shall be required for any New Years Day racing events, and a 4-month minimum, or as soon as available, notification shall be required for all other racing events.
- **(NOISE-4) Mitigation:** In addition to Thanksgiving Day and Christmas Day, the park shall be closed for Martin Luther King Day and Veterans Day.
- **(NOISE-5) Mitigation:** As an additional noise-reducing device the project will be conditioned, so as at the County’s discretion if deemed necessary, to require under the direction of a qualified sound consultant the installation and maintenance of stacked hay bale sound barriers in locations around the park in order to provide additional noise reductions. The barriers can be moved or repositioned as needed for optimal effectiveness. If deemed to be not needed or ineffective, the County will have discretion to authorize discontinuance of hay bales. Hay bale barriers may also be required for all other riding activities at the park outside of formal racing events as well.

Implementation of Mitigation Measures (NOISE-1) through (NOISE-5) will reduce such impacts to less-than-significant levels.

ANALYSIS OF KIDS MINI-BIKE TRACK

The applicant is requesting to add a mini-bike kids track to an area by the Camino Diablo entrance to the park, located in the northeast corner of the property. The track will be situated within a 2.8-acre area that has already been extensively disturbed by historic motorcycle riding activities. Since an additional track may have the potential to affect noise levels at the park, a noise assessment was conducted on Saturday, August 25, 2018 to analyze the noise impacts of the proposed kids mini-bike track to the facility. A report entitled “Diablo MX Ranch Proposed Kids Riding Area Noise Assessment” was produced on September 27, 2018.

The proposed mini-bike track will have up to 20 riders at any time. For the purposes of the noise study, a group of 10 kids was gathered to ride for at least 30 minutes on the mini-track established in the center of the existing main oval track, since the proposed track was not yet constructed in the proposed location at the time of the study. The kids did not stay on the track for the full duration of the measurements; some kids would stop for short periods of time and

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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then get back on the mini-track. There were always at least 2 kids on the track at any time during the session. On average there were 6 to 8 kids riding on the track while the measurements were being taken. This is typical of motorcycle riding activity; riding activity is sporadic with periods of no activity, with other periods of greater activity. In fact it should be noted that use of the park is very intermittent during a typical day; there is not a continual use of the park during the period of open business hours. In other words, even though the park is open for business, there is not constant riding activity occurring for the duration of the business day. Use of the park tends to be dictated by seasonal conditions due to heat, rain, wind, etc.; thus, providing a significant amount of quiet time during open park hours when no riding noise is generated at all.

The sound measurements were adjusted for location, since the kids track will be located on a different area of the park adjacent to Camino Diablo Road. Additionally, the kids mini-bike noise level was adjusted to account for the potential of additional riders up to 20 kids. These sound levels were combined with ambient noise levels measured during the park noise study conducted during normal weekend business hours in 2017 in order to establish an hourly average sound level. The 2017 noise study recorded noise levels during actual, non-simulated riding activities that included use of both the existing oval and main tracks. This hourly average sound level was then used to calculate the anticipated daily (Ldn) noise level generated by the combined use of the two existing tracks and the proposed kids mini-bike track. According to the September 27, 2018 sound study for the kids track, the predicted community noise exposure level that would be generated by the motorcycle park, inclusive of the sound levels generated by the addition of the kids track, is 61 dBA Ldn. Because 61 dBA Ldn is well below the 75 dBA Ldn allowed by the General Plan for agricultural areas, as well as being generally below the proposed increased park noise limits, the impact is less than significant and no mitigation is required.

ANALYSIS OF OVERNIGHT ACCOMMODATIONS FOR RACE CONTESTANTS

The permit modifications also propose overnight camping accommodations for race contestants and support personnel consisting of up to 500 people and up to 250 recreational vehicles (i.e. RVs or motorhomes). Contestant camping will be limited to only 6 formalized racing event per year (reduced from the currently permitted 24 racing events per year) on Friday, and Saturday nights corresponding to an immediate race event. If no races are held, there will be no camping allowed at the facility. The purpose of the camping is to facilitate race logistics for contestants and will not be allowed for public leisure activity at any time.

Since camping is not currently allowed under the existing land use permit entitlement, a noise study of this activity could not be performed. The camping activity is proposed as a purely logistical activity needed to facilitate contestant and sponsor participation in the up to six racing events annually, and not as a leisure activity; therefore, noise levels are expected to be low, since the participants will be sleeping and eating at these times. No public or race spectator camping will be allowed at any time. Nevertheless, this activity has the potential to impact the surrounding properties.

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MITIGATION MEASURE:

Impact: Overnight camping has the potential to impact the surrounding properties; therefore, the following measures would help to reduce noise levels to surrounding receptors to less-than-significant levels.

- **(NOISE-6) Mitigation:** Sound levels associated with the overnight camping accommodations will be mitigated by enforcement of the following restrictions.
 - Lights out at 10:00 PM.
 - Power generators off at 10:00 PM.
 - All power generators shall be located a minimum of 100 feet from any property line.
 - No campfires at any time.
 - No loud music at any time.
 - No alcohol consumption allowed.

Implementation of Mitigation Measure (NOISE-6) will reduce such impacts to less-than-significant levels.

- b) **Would the project result in generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant)** The project will not be a source of groundborne noise or vibration. Groundborne vibration is most commonly associated with railroads, freeways, bus lines, heavy construction and grading activities, large truck traffic, and airports. Groundborne noise is produced when ground vibrations cause resonances in the floors and walls of buildings, which then radiate a rumbling noise directly into the rooms. The project proposes no such uses. There is nothing in the project record or history that indicates that any groundborne vibration or noise has been generated by the motorcycle riding activities at the site. Therefore, any such impacts would be less than significant.
- c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)** The subject property is not located within an area covered by the Contra Costa Airport Land Use Compatibility Plan, nor is the project located within 2 miles of an airport or private airstrip, therefore there will be no impacts in this analysis category.

Sources of Information

- Contra Costa County General Plan Noise Element
- Project Application and Plans for County File# LP18-2013
- Contra Costa County Accela GIS
- Wilson Ihrig, “Diablo MX Ranch Proposed Kids Riding Area Noise Assessment”, dated September 27, 2018
- Wilson Ihrig, “Diablo MX Ranch 2017 Noise Study”, dated November 6, 2017

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- Wilson Ihrig, “Diablo MX Ranch Noise Study”, dated March 8, 2016
- Wilson Ihrig, “*Supplemental Letter for Diablo MX Ranch 2017 Noise Study*”, dated January 30 2018
- Caltrans, “*Groundborne Noise And Vibration Impacts*”, dated November 5, 2014
- Contra Costa County Airport Land Use Compatibility Plan, dated December 13, 2000
- Environmental Science Associates (ESA), “*Peer Review of 2016 and 2017 Noise Reports completed by Wilson Ihrig*”, dated December 7, 2017.
- LSA, “*Review of Previous Analyses and Next Steps for the Diablo MX Motocross Ranch Facility at 50 Camino Diablo in Contra Costa County, California*”, dated December 19, 2019.

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14. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (No Impact)** The project proposes no new homes or infrastructure construction. The project proposes no new utilities or the extension of existing infrastructure. The proposal does not require the displacement of people or existing homes, nor does it require the construction of new homes elsewhere. There are no residential aspects to the proposal and therefore it will not induce substantial population growth in the area; therefore, there will be no impacts to this category.
- b) **Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)** See response to Section a) above.

Sources of Information

- Project Application and Plans for County File# LP18-2013

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

- a) **Fire Protection? (Less Than Significant)** The site is currently served by the East Contra Costa Fire Protection District. The fire district was solicited for comments on the project, but none were received. No new construction is proposed, and no residential or commercial development is proposed that would necessitate increased fire protection services, so the impact is considered less than significant.
- b) **Police Protection? (No Impact)** The Growth Management Element, Section 4.4 of the County General Plan requires 155 square feet of Sheriff’s station area and support facilities for every 1,000 members of the population; since there are no new residences proposed, the project would not increase the population up to this threshold. Therefore, the project would not increase the demand for police service facilities or require the construction or need for new police substations within the area, so there will be no impact by the project.
- c) **Schools? (No Impact)** Impacts to schools are usually caused by increases in population. The proposed land use permit amendment will not induce population growth. The proposed project will not produce any residences or increase population, so there will be no impact.
- d) **Parks? (No Impact)** The County General Plan requires that three acres of neighborhood parks be available for every 1,000 members of the population. The proposed project will not result in an increase in the County population, so there will be no impact. In fact, the motorcycle park is a recreational facility, and would therefore satisfy this requirement if it were necessary that it be applied to the project.
- e) **Other public facilities? (No Impact)** Impacts to, or increased need for other public facilities, such as hospitals and libraries are usually caused by increases in population. Implementation of the proposed project will not induce population growth since no new residences are proposed. The proposed land use permit amendment would not create additional service demands or result

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in adverse impacts that would affect fire, police, schools, parks, or other public services. Therefore, there would be no impacts to this category.

Sources of Information

- Contra Costa County General Plan Growth Management Element
- Contra Costa County Public Facilities/Services Element
- Project Application and Plans for County File# LP18-2013
- Contra Costa County Accela GIS

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16. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?** **(No Impact)** Impacts on public facilities, such as parks, are usually caused by increases in population. Increased use of parks and other recreational facilities typically results from population growth over time and from development of residential projects that increase the number of people in the immediate vicinity of such facilities. The proposed land use permit amendment includes no population-inducing elements, such as land subdivisions or residential construction. The existing motorcycle park is recreational by definition, thus people using the facility are there specifically for recreational opportunities offered there and not in neighborhood parks. In fact, there are no residential parks in the vicinity that could be impacted. Since implementation of the proposed project will not induce population growth, and since there is no subdivision of land or new residences proposed, and because there are no other growth-inducing features inherent in the proposed project, no impacts are anticipated.
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?** **(Less Than Significant)** The project does not require the construction of new recreational facilities, but it will include a minor expansion of an existing recreational facility by the addition of a kids track. Due to the already-disturbed nature of the subject site, the addition of the small kids track will not adversely affect the physical environment. Thus, any such impacts are considered less than significant.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Vollmar Natural Lands Consulting, “*Reconnaissance-level Biological Resources Assessment of Proposed Dirt Bike Track Development Site*”, dated September 7, 2018
- Contra Costa County General Plan Conservation Element
- Contra Costa County Accela GIS

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17. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

a) **Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

(Less Than Significant) Implementation Measure 4-c of the Growth Management Element in the General Plan requires a traffic-impact analysis be conducted for any project that is estimated to generate 100 or more AM or PM peak-hour trips. The project proposes to modify an existing land use permit entitlement for an existing motorcycle recreational facility. Use of the park is intermittent and sporadic due to seasonal factors that can preclude riding activities, such as heat and rainy/wet conditions. Because the park provides a leisure service that is typically used by the public on weekends and at times outside peak hours when people are not generally working, the proposed project will not yield 100 or more peak-hour trips, and therefore a traffic-impact analysis is not required. Accordingly, since the project would yield less than 100 peak hour am/pm trips, it will not conflict with an applicable congestion management program. Furthermore, the proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, and there is no potential for the proposed project to conflict with adopted policies, plans, or programs supporting alternative transportation. Even further, the proposed project would not alter the local road infrastructure in a way that would hinder the future establishment of public transportation availability. Finally, the project does not propose a design that would prevent the use of bicycles or other alternative modes of transportation in the County, and no pedestrian facilities are necessary on rural roads, so the impacts will be less than significant.

b) **Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?**

(Less Than Significant) As stated above in Section a), use of the park is intermittent and sporadic due to seasonal factors that preclude riding activities, such as heat and rainy/wet conditions. Because the park provides a leisure service that is typically used by the public on weekends and at times outside peak hours when people are not generally working, the proposed project will not yield 100 or more peak-hour trips, and therefore a traffic-impact analysis is not required. Furthermore, the park is located in a sparsely populated, rural area with no existing traffic-congestion problems, and the existing motorcycle park has not been a source of traffic congestion. In light of these factors, the County considers this an appropriate qualitative analysis of traffic impacts consistent with CEQA guidelines.

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Furthermore, CEQA Guidelines Section 15064.3(b) describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and refers to the amount and distance of automobile commute travel attributable to a project. The term “automobile” refers to on-road passenger vehicles used for employee commute trips, specifically cars and light trucks. Pursuant to the State Office of Planning and Research (OPR) Technical Advisory (2018), projects that generate or attract fewer than 110 commute trips per day generally may be assumed to cause a less-than significant transportation impact in terms of VMT. Since the park uses 3 to 7 employees on the days it is open, the project would not reach or exceed the 110 commute trip threshold, and absent substantial evidence indicating that the project would generate a potentially significant level of VMT or any inconsistency with a Sustainable Communities Strategy (SCS) or the General Plan, project impacts in terms of VMT will be less than significant.

Lastly, “Diablo MX Ranch” is the only established commercial competition motocross (i.e. off-road motorcycle racing held on enclosed off-road circuits) course in Contra Costa County. Per the OPR Technical Advisory (2018), by having this destination land use opportunity in an area where no other of its type exists, the proposed project thereby improves destination proximity by providing a locally-serving land use which tends to shorten trips and reduce VMT. Thus, the proposed project may generally be presumed to create a less-than-significant transportation impact.

- c) **Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)**
The project proposes no road or traffic improvements that would caused increased hazards due to a design feature such as curves or dangerous intersections. The ingress/egress to the property is already established. The proposal does not propose to expand the ingress/egress or construct any street improvements. The Traffic Section of the Public Works Department has reviewed the project and no traffic improvements or requirements were deemed necessary; thus there will be no impacts to this category.

- d) **Would the project result in inadequate emergency access? (No Impact)** The existing motorcycle park has been in operation since the early 1970s and has undergone many entitlement revisions and amendments that were all brought to the attention of the fire district of jurisdiction for comment, including the current proposal, and emergency access has never been an issue of concern for the fire district. Therefore the project will have no impact on this category.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Public Works Traffic Section project comments, dated May 15, 2018
- Contra Costa County General Plan Growth Management Element
- Contra Costa County Accela GIS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Guidelines for California Environmental Quality Act
- State Office of Planning and Research (“OPR”) Technical Advisory, 2018

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. TRIBAL CULTURAL RESOURCES – <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (Less Than Significant)** The California Historical Resources Information System (CHRIS) at Sonoma State University has indicated that the subject site is located within the Los Vaqueros/Upper Kellogg Creek Historic District. CHRIS recommended that a qualified archeologist conduct a field study to identify any unrecorded archeological resources, and that the County contact local Native American tribes regarding the site’s value for potential cultural, traditional, and religious heritage importance. The Open Space Element of the General Plan classifies the site as an area of medium archeological sensitivity, which means that there may be “possible sites” present. Accordingly, the County contacted the Wilton Rancheria and provided them with the project description and application materials for their determination of value of the site to local Native American tribes. The Wilton Rancheria responded with comments indicating that since this is an existing facility and because the site is entirely disturbed, they have no recommendations or objections to the proposed land use permit amendment. Due to the extensively disturbed site conditions in the project area, and because no ground excavations are proposed, and because the Wilton Rancheria did not indicate any concern for Native American interest in the site, the County elected to not require the recommended archeological survey of the project area. Project impacts to this category are considered less than significant.
- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (Less Than Significant)** See response to Section a) above.

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Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County General Open Space Element
- Contra Costa County Conservation Element
- Contra Costa County Accela GIS
- California Historical Resources Information System project comment, dated May 23, 2018
- Wilton Rancheria project comment, dated January 23, 2019

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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19. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?** (No Impact) The Health Services Department submitted standard comments for the project relating to permitting requirements for wastewater treatment, well drilling, well abandonment, portable toilets, water supply, etc. Since the project would not construct new structures for human occupancy, there will be no expansion or relocation of wastewater treatment, stormwater drainage, electrical power, natural gas or telecommunications facilities. The overnight camping accommodations for race contestants will be provided in their personal recreational vehicles equipped with wholly self-contained sanitary and water facilities, and would not require the installation or expansion of sanitary, water, or electrical hook-ups on the subject property. Recreational-vehicle servicing, repair, sewage disposal, or cleaning will not be allowed on the subject property and will be conducted off site at appropriate facilities. Thus, there will be no project impacts to this category.
- b) **Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?** (No Impact) As proposed, the project would not result in the construction new residences or habitable buildings that would require new water-provision facilities or the expansion of existing facilities. There are no aspects of the project that would require treatment of wastewater or installation of water service to the site. The site is already equipped with water. Thus, there will be no project impacts.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (No Impact) See response to Section b) above.
- d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (No Impact) The proposal has been reviewed by the Health Services Department and no additional solid-waste requirements were suggested. The project is for an existing motorcycle riding park that does not provide packaged merchandise or food of any kind, nor is any kind of waste disposal operations conducted on the subject property. Therefore, the proposed land use permit amendment will not impact the attainment of solid waste reduction goals.
- e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (No Impact) See response to Section d) above.

Sources of Information

- Project Application and Plans for County File# LP18-2013
- Contra Costa County Conservation Element
- Contra Costa County Public Facilities/Services Element
- Contra Costa County Accela GIS
- Health Services project comment, dated July 10, 2018

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20. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?** (Less Than Significant) According to Cal Fire, the subject property is located in an area of moderate fire hazard. The site is not located within a federal or local fire responsibility area. The subject property is not considered a likely source of wildfires, due to the bare and disturbed site conditions resulting from decades of motorcycle riding activities. A wildfire would need fuel such as grasses, trees, and other abundant vegetation supplies, which the park facility lacks. The property is predominately flat and bare, so the ignition and spread of wildfire would be unlikely on the site. The fire district has not indicated any need for additional fire-protection services or facilities on the subject property or in the vicinity due to the proposed land use permit amendment. The project does not propose the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk. The proposal does not include alteration of slopes or drainage patterns on the site, therefore people will not be exposed to significant risks from post-fire landslide or slope instability. Thus, project impacts will be less than significant.
- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?** (Less Than Significant) See response to Section a) above.
- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?** (Less Than Significant) See response to Section a) above.

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- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*
(Less Than Significant) See response to Section a) above.

Sources of Information

- Cal Fire California Fire Hazard Severity Zone Map
- Contra Costa County Conservation Element
- Contra Costa County Safety Element

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

SUMMARY:

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?** (Less Than Significant) The proposed project seeks approval to amend an existing land use permit that will modify conditions of approval, add a kids mini-bike track, and allow overnight camping accommodations for race contestants and support staff on race events. No new development or construction is proposed. It has been determined that the project would have a less than significant potential to substantially reduce the habit of a fish, cause a fish population to drop below self-sustaining levels with implementation of the mitigation measures identified in Section 4 Biological Resources. No major periods of California history or prehistory are affected. Additionally, the mitigation measures identified under Section 13 Noise of this document will further reduce the project impacts to less-than-significant levels.
- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)** (Less Than Significant) The proposed addition of the kids mini-bike track has been analyzed for noise impacts in Section 13 Noise of this document and it has been demonstrated by the project noise study that such a track will not cause a combined noise impact. Neither will the camping introduce additional noise impacts. The existing motorcycle recreational facility is not being expanded beyond existing disturbed areas; therefore, the impacts from the proposed project will not be cumulatively considerable

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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and will not result in any significant new or expanded effects to the immediate and surrounding area, so the impact will be less than significant.

- c) ***Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (Less Than Significant)*** Based on the preceding analyses contained in this document, there are no substantial environmental effects of the project on neighboring agricultural parcels or to neighboring residences. The project as proposed would not result in potentially significant environmental impacts. Furthermore, no evidence has been found in the record that would indicate that the project would have a potential to cause substantial adverse effects on human beings, whether directly or indirectly, so there will be a less than significant impact.

Sources of Information (See attached reference list.)

REFERENCES

In the process of preparing the Initial Study Checklist and conduction of the evaluation, the following references (which are available for review at the Contra Costa County Department of Conservation and Development, 30 Muir Rd., Martinez, CA 94553) were consulted:

1. Contra Costa County General Plan
2. Project Application and Plans for County File# LP18-2013
3. California Scenic Highway Mapping System Website
4. Contra Costa County Accela GIS
5. 2016 Contra Costa County Important Farmlands Map
6. Contra Costa County Code, Title 8—Zoning
7. Wilson Ihrig, “*Diablo MX Ranch Proposed Kids Riding Area Noise Assessment*”, dated September 27, 2018
8. Wilson Ihrig, “*Diablo MX Ranch 2017 Noise Study*”, dated November 6, 2017
9. Wilson Ihrig, “*Diablo MX Ranch Noise Study*”, dated March 8, 2016
10. Wilson Ihrig, “*Supplemental Letter for Diablo MX Ranch 2017 Noise Study*”, dated January 30 2018
11. Environmental Science Associates (ESA), “*Peer Review of 2016 and 2017 Noise Reports completed by Wilson Ihrig*”, dated December 7, 2017.
12. Caltrans, “*Groundborne Noise And Vibration Impacts*”, dated November 5, 2014
13. Contra Costa County Airport Land Use Compatibility Plan, dated December 13, 2000
14. Vollmar Natural Lands Consulting, “*Reconnaissance-level Biological Resources Assessment of Proposed Dirt Bike Track Development Site*”, dated September 7, 2018
15. Comments from the East Contra Costa County Habitat Conservancy, dated May 24, 2018
16. Conditions of approval for Land Use Permit #LP15-2040
17. Wakabayashy, J., and Smith, D.L., “*Evaluation of Recurrence Intervals, Characteristic Earthquakes, and Slip Rates Associated with Thrusting along the Coast Range-Central Valley Geomorphic Boundary, California*”, Bulletin of the Seismological Society of America, Vol. 84, No. 6., circa 1994
18. California Geological Survey, “*Fault-Rupture Hazard Zones in California*”, Special Publication 42, circa 2007
19. Graymer R., D.L. Jones & E.E. Brabb, “*Preliminary Geologic Map Emphasizing Bedrock Formations in Contra Costa County, California*”, U.S. Geological Survey Open File Report 94-622, circa 1994
20. Darwin Myers Associates, “*Geologic Peer Review LP14-2009 (Proposed Quarry) & LP14-2010 (Proposed Reclamation Plan), 280 Camino Diablo/ APN 003-020-042 Byron Area, Contra Costa County*”, dated January 7, 2016
21. Nilsen, T.H., “*Preliminary Photointerpretation Map of Landslide and Other Surficial Deposits of the Byron Hot Springs 7.5-Minute Quadrangle, Contra Costa County*”, U.S. Geological Survey, Open File Report 75-277-9, circa 1975
22. Ellen, S.D. and C.M. Wentworth, “*Hillside Materials and Slopes in the San Francisco Bay Region, California*”, U.S. Geological Survey Professional Paper 1357, circa 1995
23. Contra Costa County Grading Ordinance
24. Welch, L, “*Soil Survey of Contra Costa County*”, U.S.D.A. Soil Conservation Service, dated September 1977
25. Berlogar Stevens & Associates, “*Limited Geotechnical Assessment, Proposed Mining Plan, 280 Camino Diablo Road, Brentwood, California*”, dated March 6, 2015
26. Contra Costa County Climate Action Plan
27. Bay Area Air Quality Management District website (www.baaqmd.gov)
28. Google Maps
29. California EPA Cortese List (www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)
30. California Department of Water Resources website

31. Contra Costa County Surface Mining Ordinance
32. State Surface Mining and Reclamation Act of 1975
33. Flood Plain Technician project comments, dated May 29, 2018
34. Public Works Traffic Section project comments, dated May 15, 2018
35. California Historical Resources Information System project comment, dated May 23, 2018
36. Wilton Rancheria project comment, dated January 23, 2019
37. Health Services project comment, dated July 10, 2018
38. Cal Fire California Fire Hazard Severity Zone Map
39. Guidelines for California Environmental Quality Act
40. State Office of Planning and Research (“OPR”) Technical Advisory, 2018

ATTACHMENTS

- 1. Figure 11-6 of General Plan—Land Use Compatibility for Community Noise Environments**
- 2. Vicinity Map**
- 3. Proposed Site Plan**