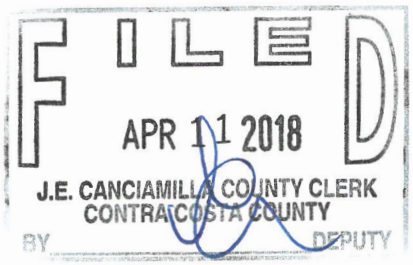
City of Pittsburg

Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814



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NOTICE OF INTENT TO CONSIDER ADOPTION OF A MITIGATED NEGATIVE DECLARATION

Project Name: **Liberty Residential Subdivision**
Application No(s).: **AP-17-1229 (GP, PUD, SUBD, DR, DA)**
Date: **April 11, 2018**

Notice is hereby given that the City of Pittsburg finds that no significant effect on the environment, as prescribed by the California Environmental Quality Act of 1970 (CEQA), as amended, will occur for the following proposed project:

1. Project Proponent: Kevin English on behalf of Discovery Builders, Inc., 4061 Port Chicago Highway, Suite H, Concord, CA 94520

2. Project Description: Discovery Builders, Inc. proposes to construct a 57-unit, single-family development on a 4.98-acre infill site. The requested approvals include: 1) a General Plan map amendment to change the site's land use designation to 'Medium Density Residential'; 2) a zoning map amendment to rezone the site to 'Planned Development District (PD)'; 3) a development agreement; 4) a vesting tentative map to subdivide the property; and 5) design review of landscape and architectural plans.

3. Project Location: The project site is located at 350 Central Avenue in the CS (Service Commercial) and RS-5 (Single-Family Residential) districts. Assessor's Parcel Nos. 086-160-009, -011, -012, and 086-151-001.

4. Findings: The Initial Study prepared for the project identified potentially significant impacts in the following categories: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, Public Services, and Transportation/Traffic. Mitigation measures have been identified to reduce each of the potentially significant impacts to a less-than-significant level.

   All other impacts in the categories of Agriculture and Forest Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use Planning, Mineral Resources, Population and Housing, Recreation, and Utilities/Service Systems. were found to be less than significant. Based on the Initial Study, the Planning Manager has determined that preparation of a Mitigated Negative Declaration is appropriate for the project described above.

6. Initial Study: The Initial Study/Mitigated Negative Declaration (IS/MND) and project plans may be reviewed during normal business hours at the City of Pittsburg Planning Division, located at 65 Civic Avenue, Pittsburg, CA 94565, or on the City's website via the Environmental Review page at http://www.ci.pittsburg.ca.us/index.aspx?page=217. Background and reference materials related to the IS/MND can be reviewed upon request to the City of Pittsburg Planning Division.

7. Public Review: The 20-day public review and comment period for this environmental determination will begin on Wednesday, April 11, 2018. Anyone who wishes to comment on the findings of this environmental analysis must submit these comments in writing to Hector J. Rojas, AICP, Senior Planner at the address noted above, by email to hrojas@ci.pittsburg.ca.us, or by fax to (925) 252-4043. **Comments must be received by 5:00 p.m. on Tuesday, May 1, 2018**.

8. Notice of Intent to Adopt a Mitigated Negative Declaration: Notice is hereby given that the Pittsburg Planning Commission is tentatively scheduled to consider a recommendation on the project to the City Council at a public hearing scheduled for May 8, 2018, at 7:00 p.m., in the third floor Council Chamber at 65 Civic Avenue in Pittsburg.

   This proposed Mitigated Negative Declaration does not signify approval or disapproval of this project by City decision-making bodies. The Planning Commission and City Council will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the project will have a significant impact on the environment.

Kristin Pollot, AICP
Planning Manager

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Liberty Residential Subdivision

Prepared by:
City of Pittsburg | Planning Division
65 Civic Avenue
Pittsburg, CA. 94565

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INTRODUCTION:

The City of Pittsburg prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental impacts of the Liberty Residential Subdivision Project. The proposed project site is located on 4.98 acres of land within the City of Pittsburg at 350 Central Avenue.

The parcels are identified as Assessor's Parcel Numbers (APNs) 086-160-009, -011, -012, and 086-151-001. In addition to this IS/MND, consideration of the following discretionary actions by the City is required for the proposed project:

- General Plan Amendment
- Rezoning
- Vesting Tentative Map
- Design Review
- Development Agreement
- Tree Removal Permit

This IS/MND identifies potentially significant environmental impacts for the following environmental areas:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hydrology and Water Quality;
- Noise;
- Public Services;
- Transportation/Traffic; and
- Utilities/Service Systems.

The environmental analysis determined that measures are available to mitigate potential adverse impacts to less than significant levels. As a result, this document serves as a mitigated negative declaration, pursuant to Public Resources Code Sections 21064.5 and 21080(c) and Article 6 of the California Environmental Quality Act (CEQA) Guidelines.

All the technical reports and modeling results prepared for the project analysis are available upon request at the City of Pittsburg Planning Division, located at 65 Civic Avenue, Pittsburg, California, 94565.

GENERAL INFORMATION:

1. **Project Title and File Number:**

   Liberty Residential Subdivision, AP-17-1229 (GP, PUD, SUBD, DR, PPR, DA)

2. **Lead Agency:**

   City of Pittsburg
   65 Civic Avenue
   Pittsburg, CA 94565
   Tel: (925) 252-4920

3. **Contact Person:**

   Hector Rojas, AICP, Senior Planner
   Tel: (925) 252-4043
   Email: hrojas@ci.pittsburg.ca.us

4. **Project Location:**

   350 Central Avenue, Pittsburg, Contra Costa County, California, 94565

5. **Project Applicant:**

   Kevin English
   Discovery Builders, Inc.,
   4061 Port Chicago Highway, Suite H
   Concord, California 94520

6. **General Plan Designation (Existing):**

   Service Commercial and Low Density Residential

7. **Zoning (Existing):**

   Service Commercial (CS) and Single-Family Residential (RS-5)

PROJECT DESCRIPTION:

Discovery Builders, Inc. (Applicant) proposes to construct a 57-unit, single-family development (Project) in the City of Pittsburg (City) on a 4.98-acre undeveloped lot located along the south side of Central Avenue, between Railroad Lane and Isabel Court. The entire Project site was previously developed with urban uses including a car wash and beverage bottling facility.

In order to construct this development, the Applicant requests City Council approval of the following:

1. a General Plan map amendment to change the site's land use designation from a combination of 'Service Commercial' and 'Low Density Residential' (1 to 7 d.u./ac) to 'Medium Density Residential' (7 to 14 d.u./ac);

2. a zoning map amendment to rezone the site from a combination of 'Service Commercial District (CS)' and 'Single-Family Residential District (RS-5)' to 'Planned Development District (PD)';

3. a vesting tentative map to subdivide the 4.98-acre site into 57 lots for detached single-family homes;

4. design review of landscape and architectural plans; and

5. a development agreement; and

6. an affordable housing agreement.

Lot sizes are proposed to range from 2,016 to 4,126 square feet, yielding a density of approximately 11.45 units per gross acre. The subdivision would utilize a single, 36-foot-wide street for public access from Central Avenue at the intersection of Moose Way. This street would feed six motor courts, each with six to nine homes. In addition to the motor courts, an 11,724 square-foot park is located at the southeast corner of the site. Along Central Avenue, the applicant would widen the existing sidewalk to 10 feet and install a landscape area in front of an eight-foot-tall masonry wall that would separate Central Avenue from adjacent rear yards. Masonry walls would also be installed along the eastern, southern, and western property boundaries. None of the houses would face Central Avenue.

The submitted architectural plans include four, two-story house models with three exterior designs each and twelve total color schemes. The house model designs are characterized by a mixture of hipped and gable-end roofs with concrete tile roofing material; stucco siding and simulated stone veneer or horizontal lap siding; and windows with faux shutters, wrought iron railings, or window planter boxes. The

proposed house models range from 1,846 to 2,477 square feet in total living area. Each model features a two-car garage with two wall-mounted bike racks, four bedrooms, two and one-half bathrooms (including a master bath and walk-in closet), a family or 'great' room, a 'nook' or dining room, a kitchen with appliances, and a laundry room.

To meet the affordable housing obligation for the project, the developer intends to enter into a development agreement that would require the construction of six houses with attached, income-restricted, accessory dwelling units. The accessory units would be incorporated into the Plan 2 (2477) house model. They would include a living room/bedroom, kitchenette, and bathroom for an approximate living area of 234 square feet. Homeowners would have the option of using the accessory units to house their extended families or leasing them to other tenants at an affordable rent to be defined in the development agreement.

SITE DESCRIPTION AND SURROUNDING LAND USES:

The Project site includes 4.98 acres of undeveloped, flat land located along the south side of Central Avenue, between Railroad Lane and Isabel Court. The parcels are identified as Assessor's Parcel Numbers (APNs) 086-160-009, -011, -012, and 086-151-001. The site has just over 500 feet of frontage on Central Avenue. While a majority of the site consists of weeds and seasonal grasses, there is an approximately 0.25-acre area covered with gravel and an approximately 0.50-acre area covered with old cracked concrete at the former site of a self-service car wash.

The Project site is bounded by the Union Pacific Railroad (UPRR) tracks to the south, with a single-family residential neighborhood just beyond the UPRR tracks; Central Avenue to the north with several commercial establishments beyond, including Ramar Foods International and the Filipino-American Cultural Center; a religious assembly facility to the east with a single-family residential neighborhood beyond; and a religious assembly facility to the west established in the former Vogue Theatre.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Check marks are indicated by the following symbol: ☑

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

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.

Prepared By: Christine Gregory, Contract Planner

Signature (Hector Rojas for Christine Gregory) — Date: 4/11/18

Reviewed By: Kristin Pollot, AICP, Planning Manager

Signature — Date: 4/11/18

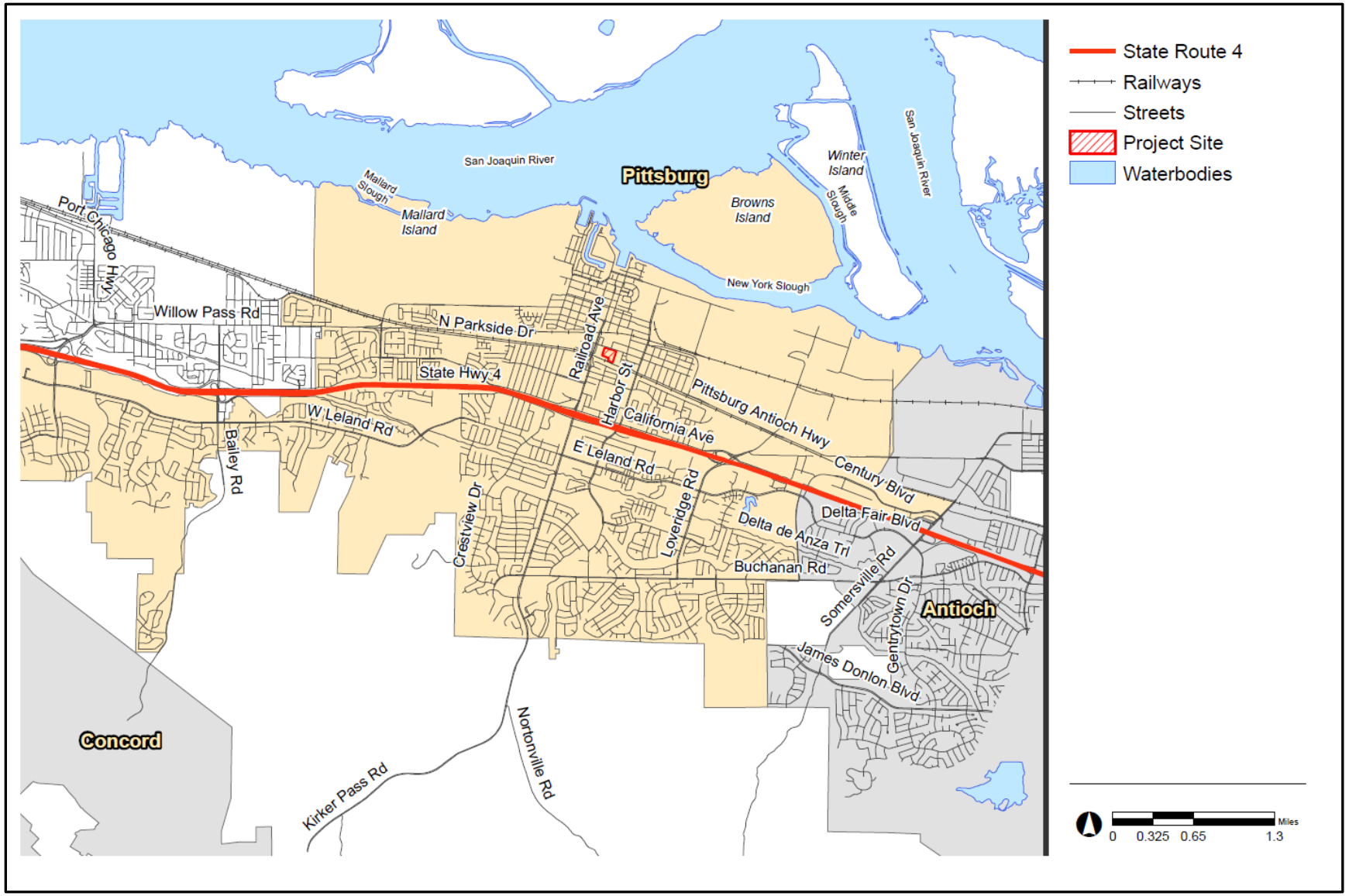


Figure 1 Location Map

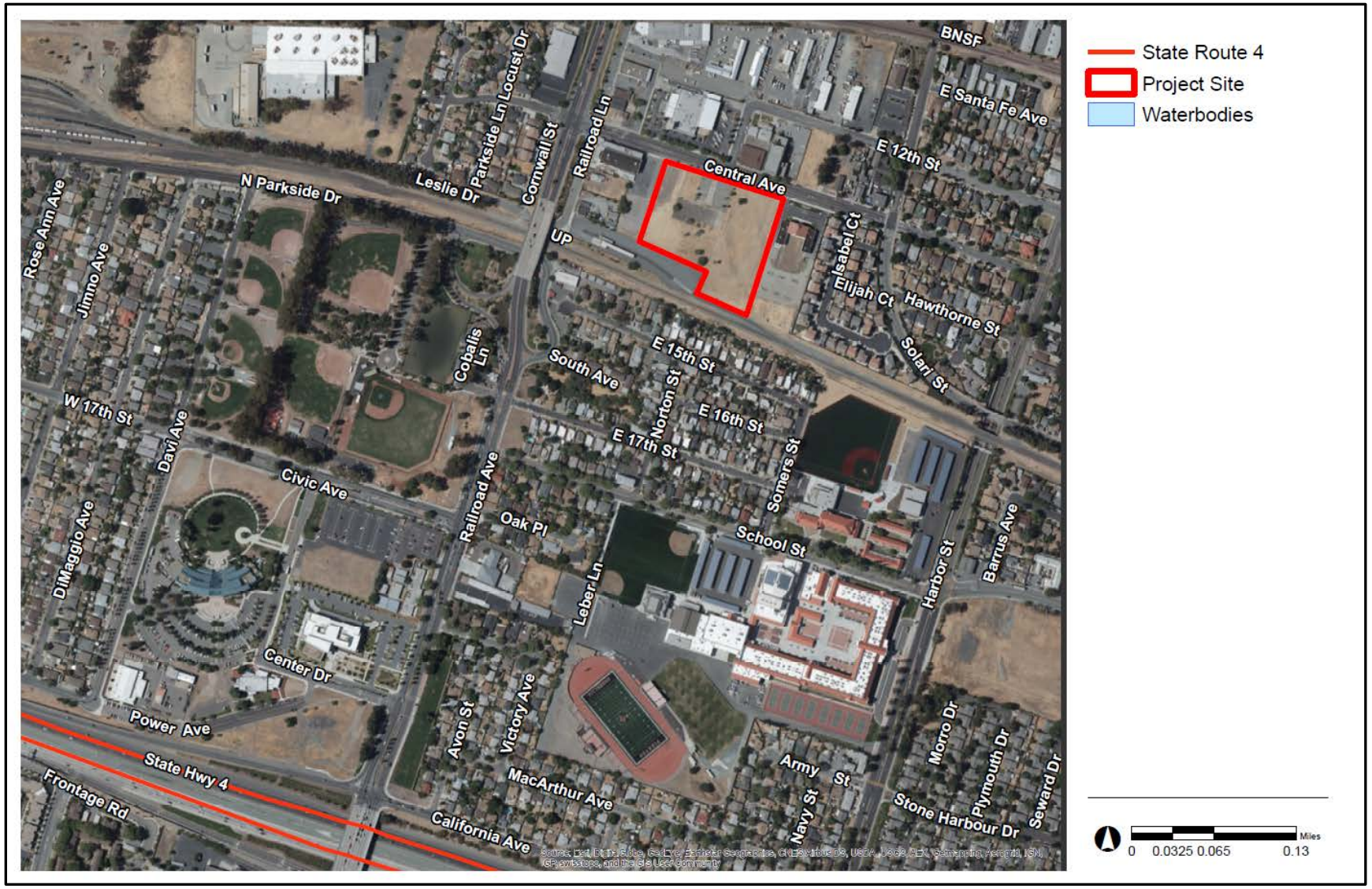


Figure 2 Aerial Map

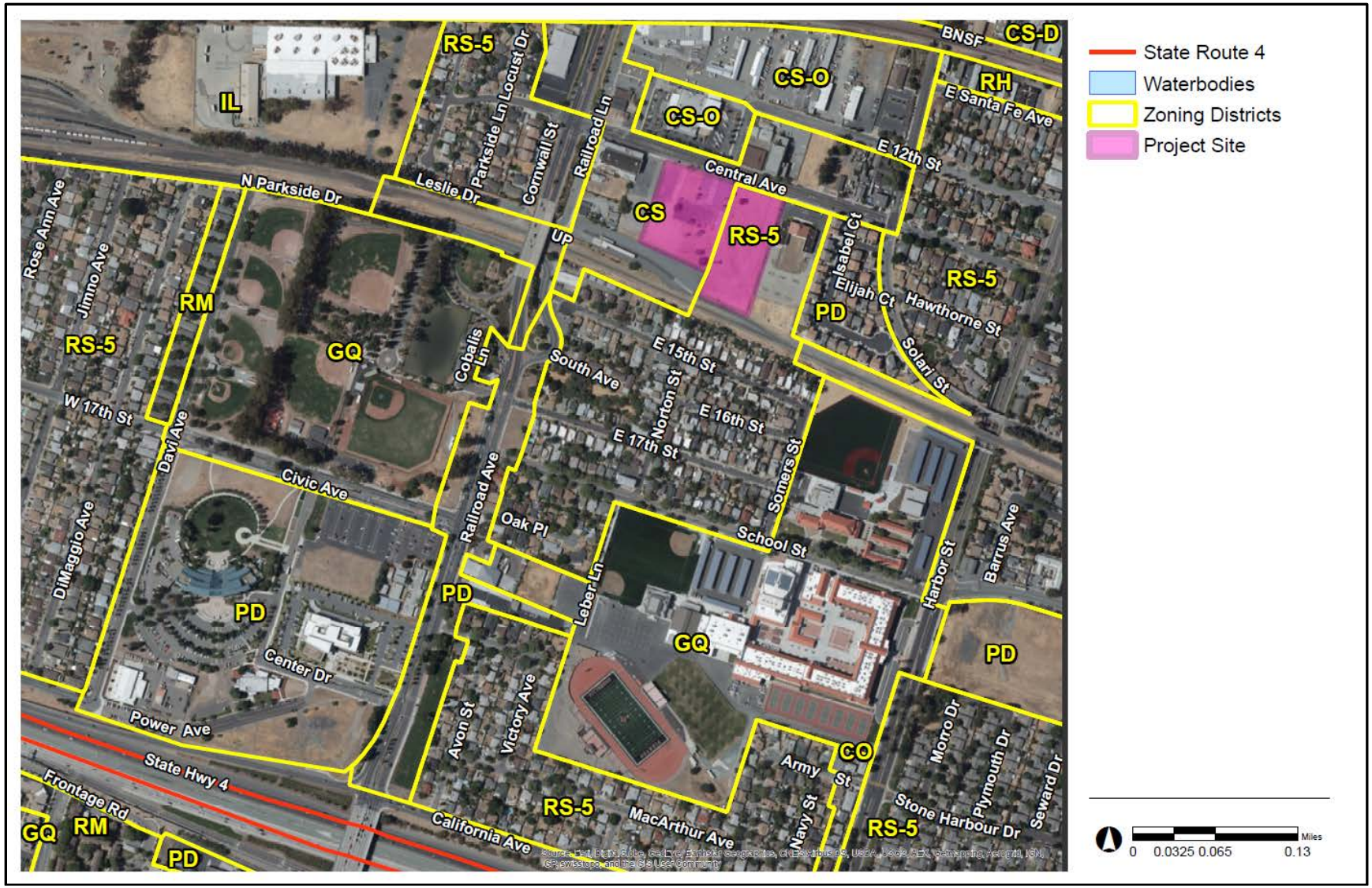


Figure 3 Existing Zoning

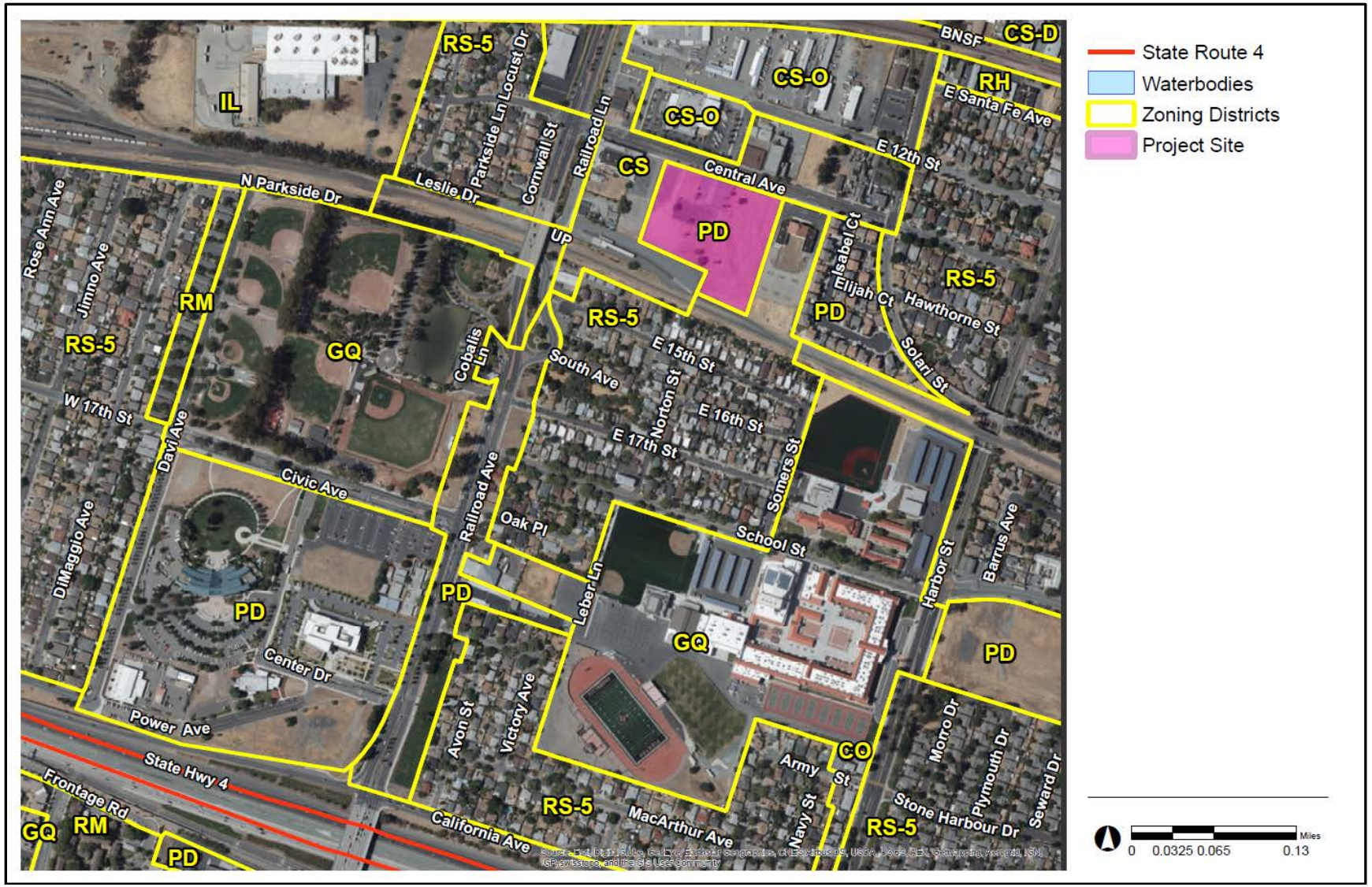


Figure 4 Proposed Zoning

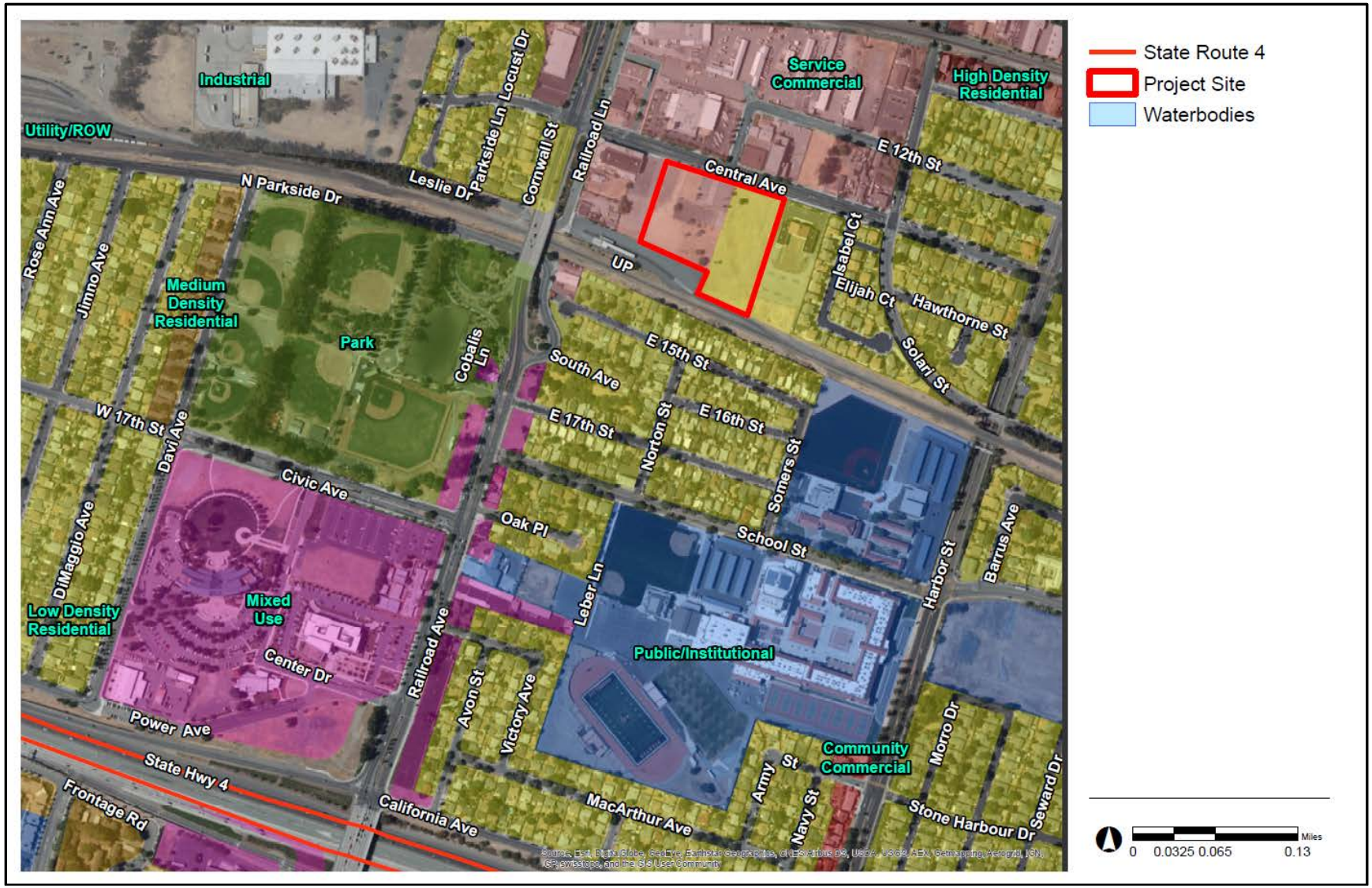


Figure 5 Current General Plan Land Use Designations

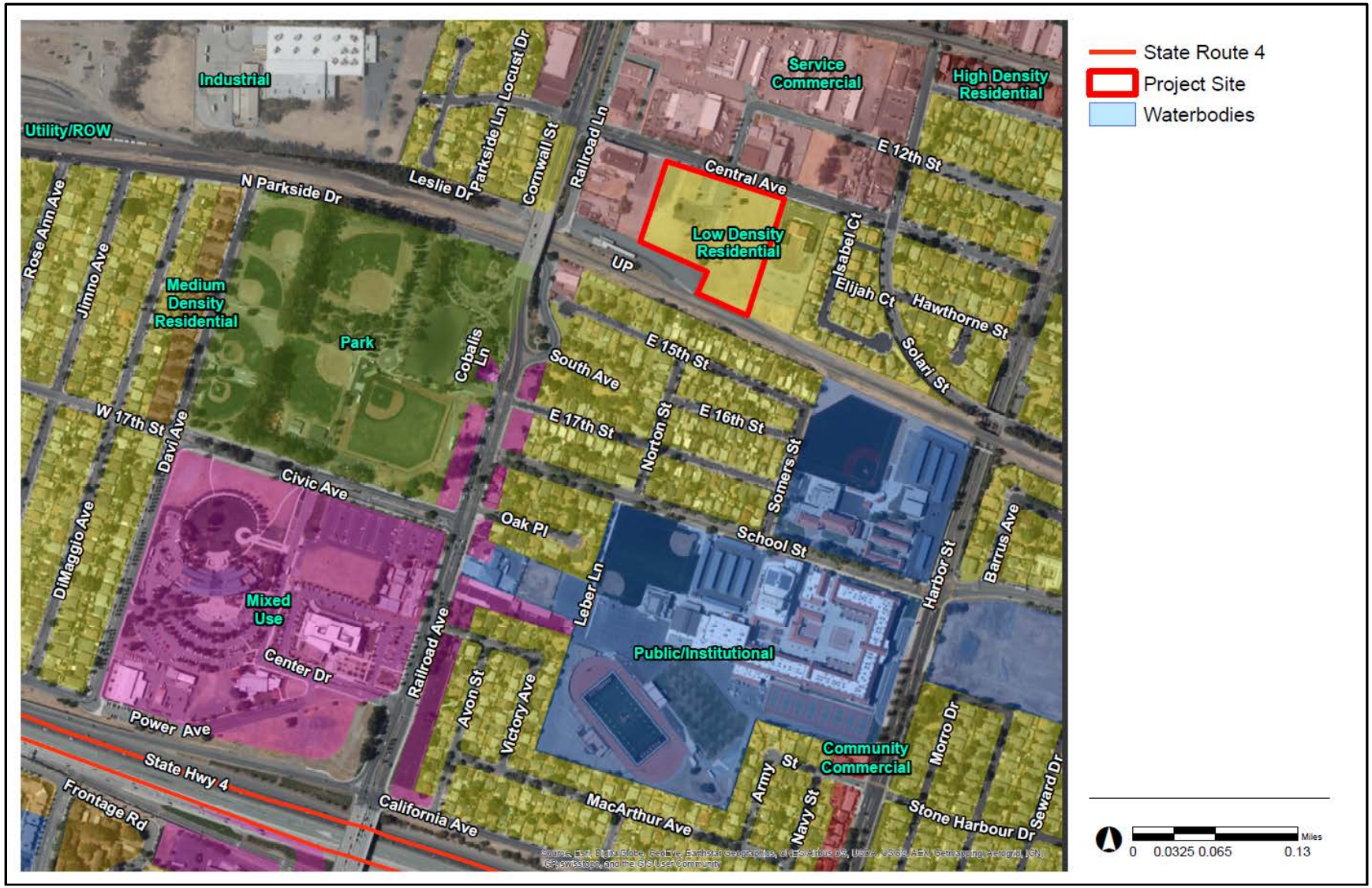


Figure 6 Proposed General Plan Land Use Designation

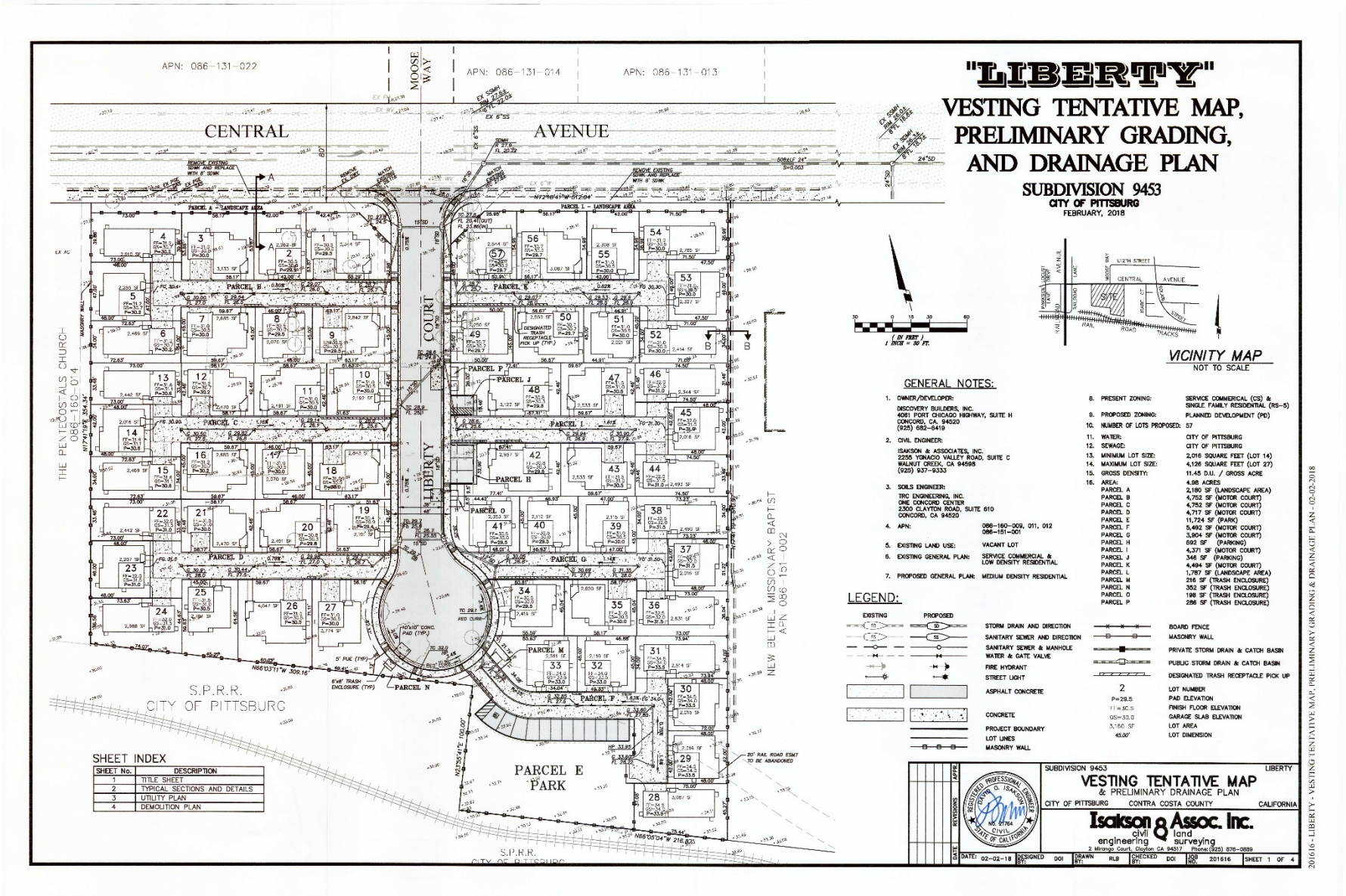


Figure 7 Vesting Tentative Map

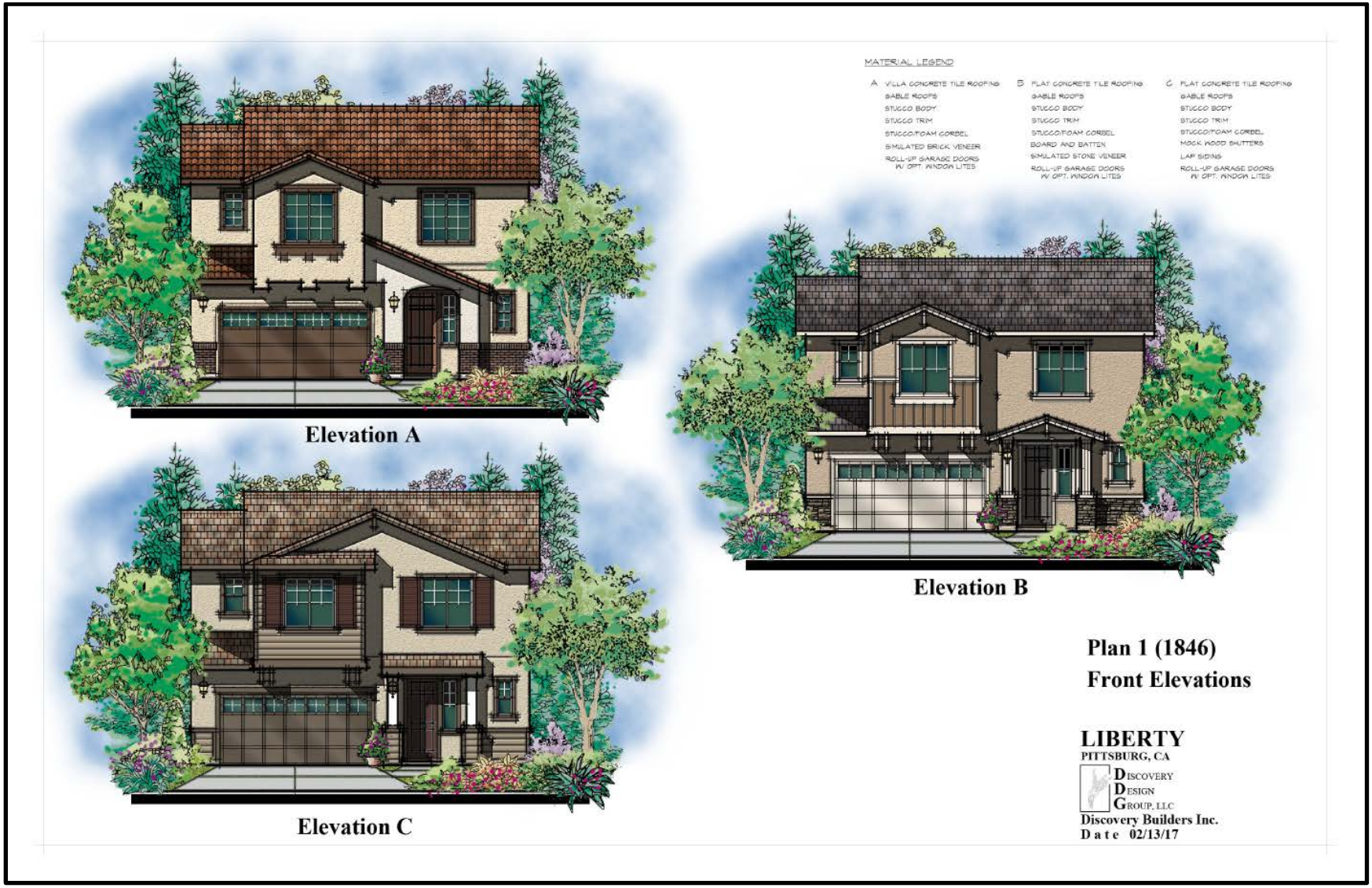


Figure 8 Sample Home Elevations

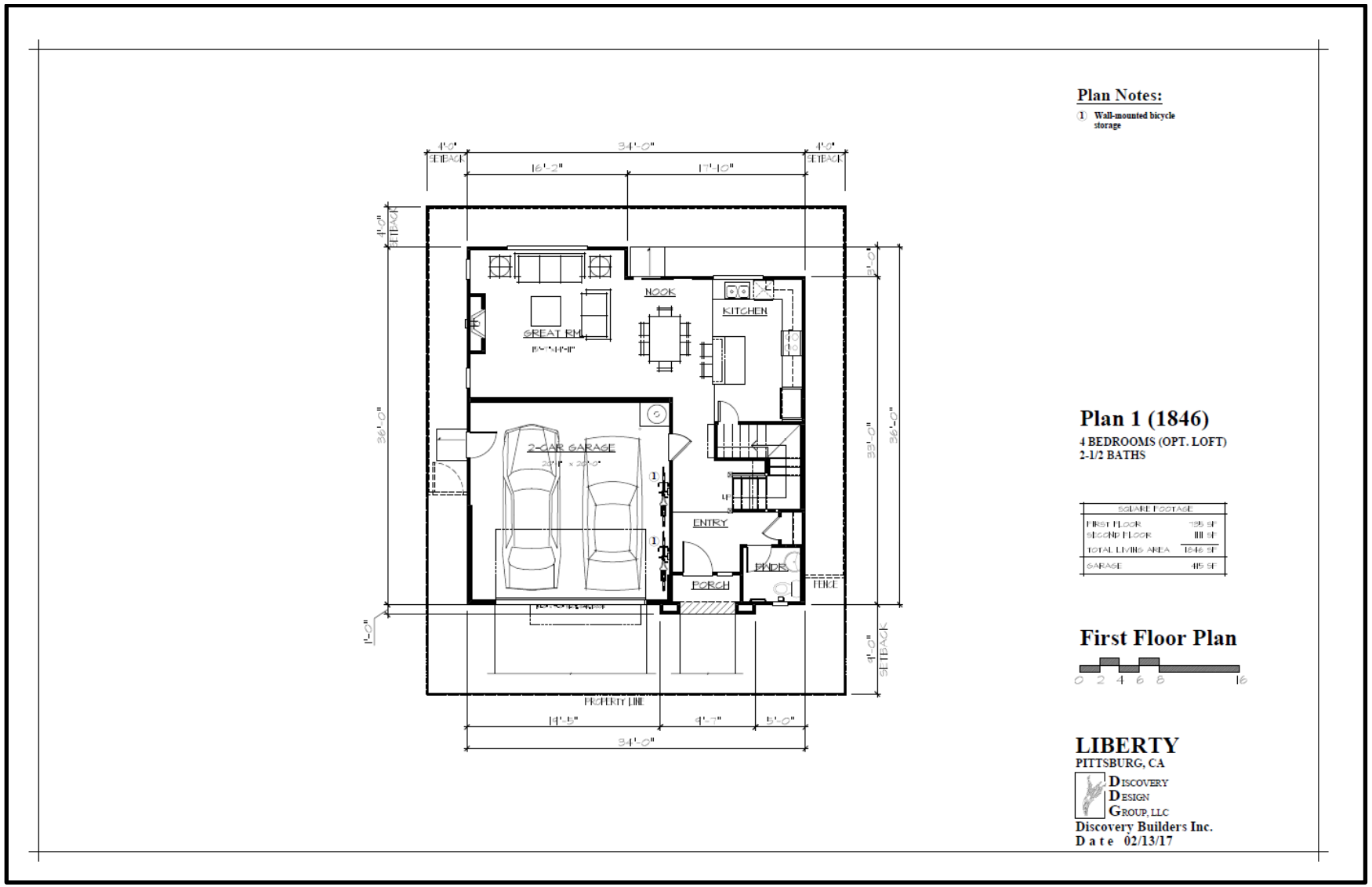


Figure 9 Sample Home Floor Plan (First Floor)

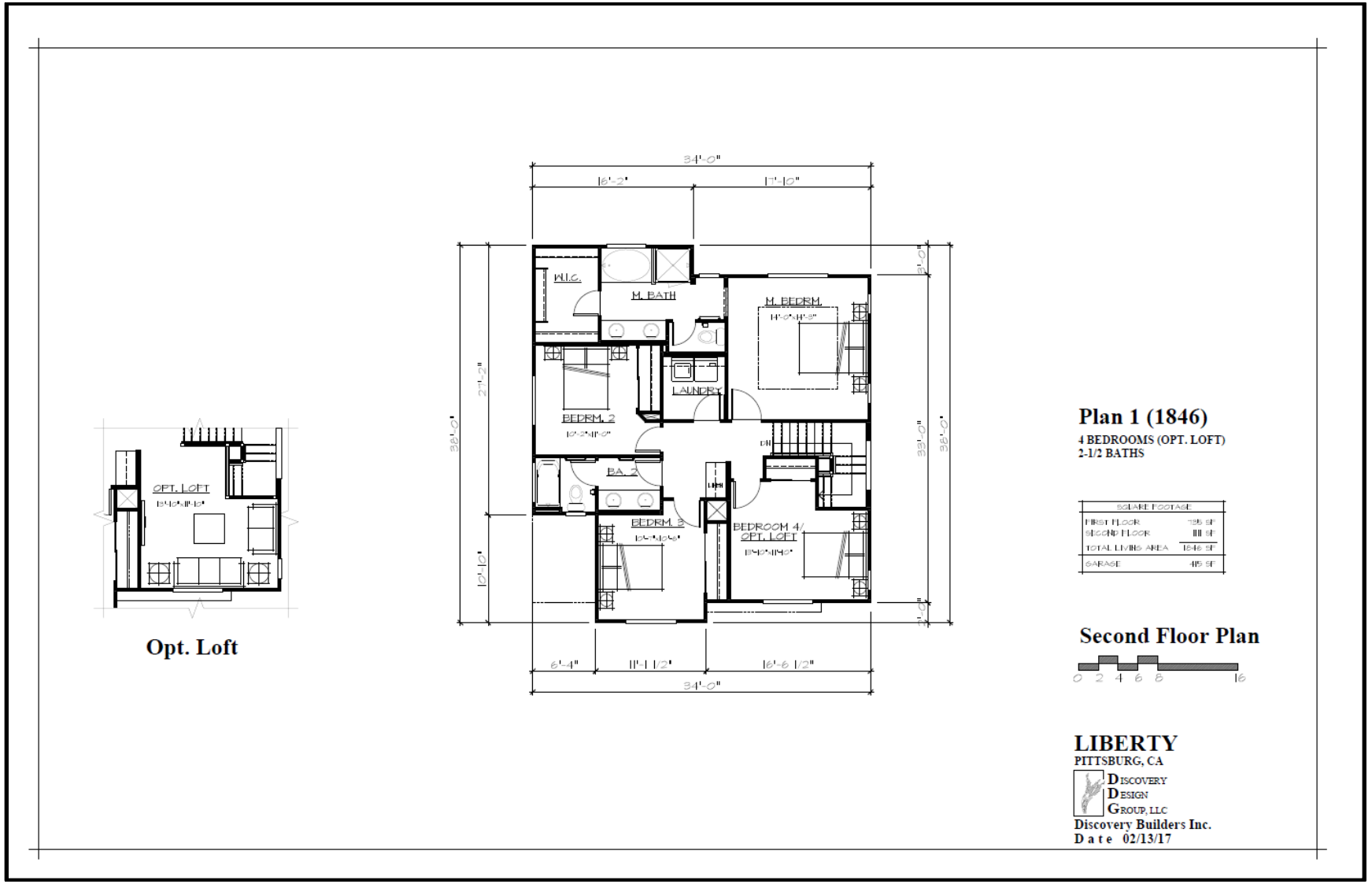
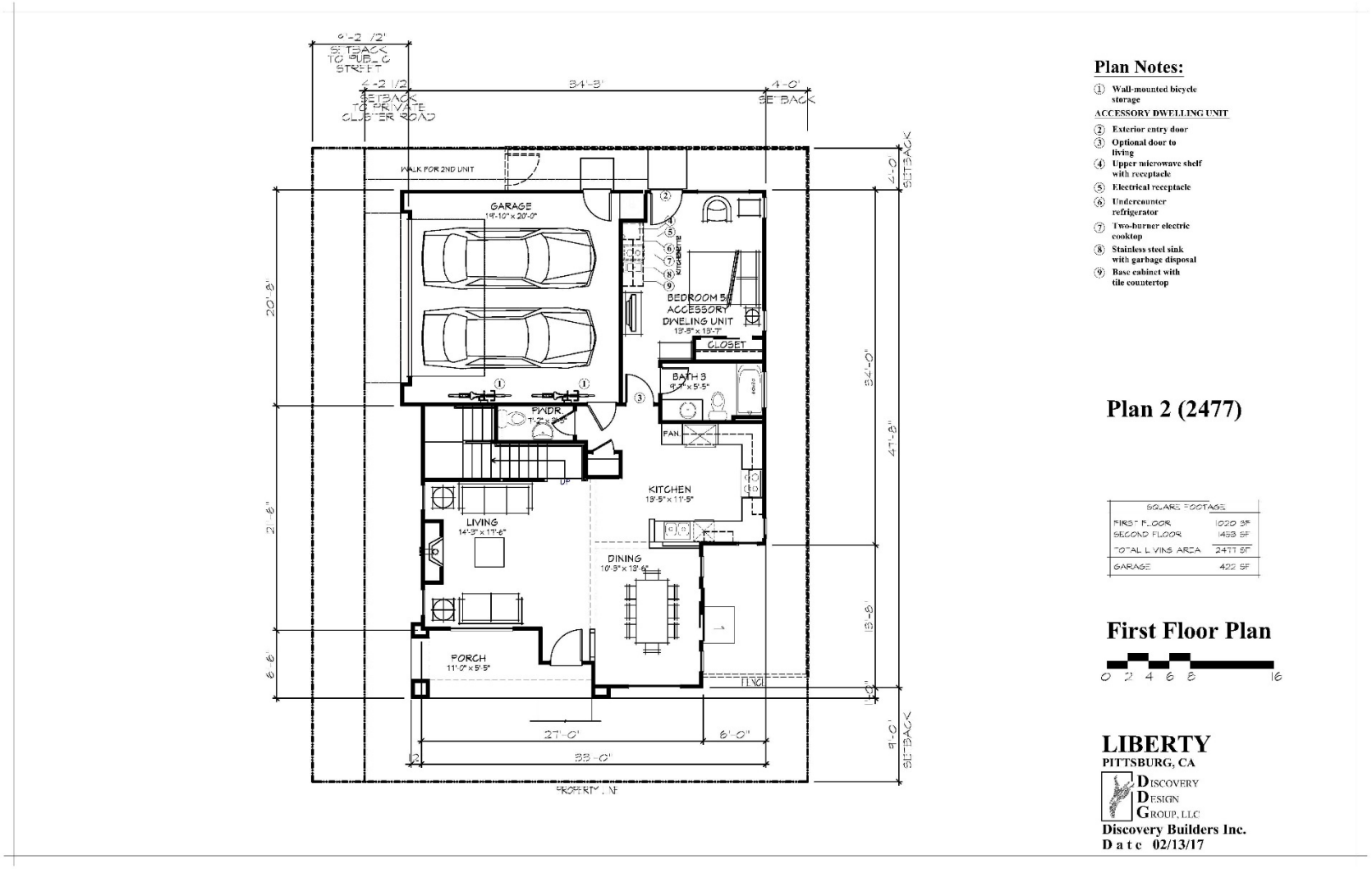


Figure 10 Sample Home Floor Plan (Second Floor)



Plan Notes:

1. Wall-mounted bicycle storage

ACCESSORY DWELLING UNIT

2. Exterior entry door
3. Optional door to living
4. Upper microwave shelf with receptacle
5. Electrical receptacle
6. Undercounter refrigerator
7. Two-burner electric cooktop
8. Stainless steel sink with garbage disposal
9. Base cabinet with tile countertop

Plan 2 (2477)

SQUARE FOOTAGE	
FIRST FLOOR	1020 SF
SECOND FLOOR	1458 SF
TOTAL LIVING AREA	2477 SF
GARAGE	422 SF

First Floor Plan

0 2 4 6 8 16

LIBERTY
PITTSBURG, CA
DISCOVERY DESIGN GROUP, LLC
Discovery Builders Inc.
Date 02/13/17

Figure 11 Sample Home Floor Plan with Accessory Unit (First Floor)

EVALUATION OF ENVIRONMENTAL IMPACTS

1. Aesthetics:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑

No Impact. A scenic vista is generally defined as a viewing point that provides expansive views of a highly valued landscape available to the general public. The two highly valued landscapes within Pittsburg are the rolling, grassy hills to the south and the Suisun Bay/Sacramento River Delta to the north (City of Pittsburg General Plan (General Plan) [1] page 4-2). The Project site is not identified as a viewing point for any of these landscapes (General Plan, Figure 4-1, page 4-3).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑

No Impact. Within Contra Costa County, the State only recognizes State Route 24 between the cities of Berkeley and Walnut Creek and Interstate 680 between Dublin and Walnut Creek as scenic highways. The Project site is located more than 13 miles north of Walnut Creek and is therefore not visible from these highways. (State Scenic Highway Mapping System, accessed September 12, 2017).[27]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☑

No Impact. The proposed Project could improve the neighborhood's appearance by developing a couple of unattractive, vacant and underutilized properties covered by weeds, other non-native plants and trees, and remnants from past development. The addition of street improvements and landscaping would create a visually pleasing development.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 with Mitigation. The proposed Project would introduce new sources of outdoor lighting which could adversely affect nighttime views by increasing the amount of glare, sky glow, and light trespass in the neighborhood.

Impacts and Mitigation Measures:

- **Impact AE-1:** The proposed Project would introduce new sources of exterior light which could adversely affect nighttime views by increasing the amount of glare, skyglow, light trespass, and light clutter in the neighborhood.

- **Mitigation Measure AE-1:** The design of the street lights shall be down-focused and indicated on the final development plan to be submitted. A street light plan shall be submitted to the City for review and approval prior to approval of the Project's improvement plans.

2. Agriculture and Forest Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 proposed Project would be constructed on land designated in the California Farmland Mapping and Monitoring Program as Urban and Built-up Land. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be converted to non-agricultural use with the construction of the proposed residential development. (Farmland Mapping and Monitoring Program website, accessed September 12, 2017) [34]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑

No Impact. The proposed Project would be constructed on land not subject to a Williamson Act contract. (Williamson Act Program website, accessed September 12, 2017) [36] The existing zoning of the property is CS and RS-5, with a General Plan land use designation of Service Commercial and Low Density Residential, both of which allow residential development pursuant to PMC section 18.52.005 and 18.50.005, respectively. Neither the zoning nor General Plan land use designations are identified for agricultural land use purposes.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	☐	☐	☐	☑

No Impact. As forests are not a prominent land cover type in the City and timber production is not one of the City's local industries, the City does not have a zoning district exclusively dedicated to forest or timberland. However, the City's zoning ordinance does include the Open Space District that fosters agricultural land use, including crop production and grazing. The Project site is not located within an area designated as Open Space. The existing zoning of the property is CS and RS-5, which are intended to support development rather than forestry. (General Plan, Figures 2-2 and 9-1) [1]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑

No Impact. Properties located within the City's urban limit line are not considered forest lands. The existing zoning of the property is CS and RS-5, which are intended to support development rather than forestry. (General Plan, Figures 2-2 and 9-1) [1]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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 or conversion of forest land to non-forest use?	☐	☐	☐	☑

No Impact. The site is not located within an area designated as farming, agricultural, or forest lands. The Project site is currently zoned commercial and residential development (CS and RS-5, respectively).

3. Air Quality:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐

Less Than Significant Impact. The City of Pittsburg is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), who regulates air quality in the San Francisco Bay Area. The SFBAAB area is currently designated as a 'nonattainment area' for the State and federal ozone, State and federal particulate matter 2.5 microns in diameter (PM2.5), and State particulate matter 10 microns in diameter (PM10) standards. The SFBAAB is designated 'attainment' or 'unclassified' for all other ambient air quality standards (AAQS). It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (EPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM2.5 federal AAQS. [26]

For land use projects, CalEEMod quantifies emissions from area sources (e.g., natural gas fuel combustion for space and water heating, wood stoves and fireplace combustion, landscape maintenance equipment, consumer products, and architectural coating) and operations-related emissions (mobile sources). A CalEEMod evaluation of the potential air quality impacts of the proposed Project is available at the City of Pittsburg. The most recent clean air plan is the *2017 Clean Air Plan: Spare the Air, Cool the Climate* that was adopted by the BAAQMD on April 19, 2017.[24] The proposed Project would comply with the latest air quality plan since: 1) the Project would have emissions below the BAAQMD thresholds; 2) development of the Project site would be considered urban infill; and 3) development would be near existing transit with regional connections.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☑	☐

Less Than Significant. The Project would have emissions less than the significance thresholds adopted by BAAQMD for evaluating impacts related to ozone and particulate matter. Therefore, the Project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the Project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (below State and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as 'attainment' for the standard.

There is an ambient air quality monitoring station in the City of Concord that measures carbon monoxide concentrations. The highest measured level over any eight-hour averaging period during the last three years is less than 3.0 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. According to Trip Generation and Parking Analysis for the Proposed Liberty Residential Subdivision, [40] the Project would generate a relatively small amount of traffic (less than 56 trips during the busiest hour). Intersections affected by the Project would have traffic volumes less than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards. (BAAQMD, FINAL 2017 CLEAN AIR PLAN) [24]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☑	☐	☐

Less Than Significant with Mitigation. The Bay Area is considered a 'non-attainment' area for ground-level ozone and fine particulate matter (PM2.5) under both the Federal and California Clean Air Acts. The area is also considered 'non-attainment' for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM10) under the California Clean Air Act, but not the Federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM10, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM10, and PM2.5 and apply to both construction-period and operational-period impacts.

Due to the Project size, construction exhaust and operational period emissions would be less than significant. In their May 2017 update to the CEQA Air Quality Guidelines, [22] the BAAQMD established criteria for identifying land use projects that could result in significant air pollutant emissions based on size. For single-family residential projects, the construction-related exhaust impacts screening size is 56 dwelling units. Since the Project proposes 57 dwelling units (one over the threshold of significance), CalEEmod was used to calculate significance thresholds for operational emissions.

CalEEMod [17] was used to predict both air pollutant and GHG emissions from construction and operation of the site assuming full build-out of the Project. The Project land use types and size, trip generation rate, and other Project-specific information were input to the model. The use of this model for evaluating emissions from land use projects is recommended by the BAAQMD. The CalEEMod defaults for Contra Costa County were used. CalEEMod provides emissions for transportation, area sources,

electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport.

Construction Air Pollutant Emissions: CalEEMod predicted the annual and total construction emissions in tons for each pollutant. According to the default construction schedule generated by the model, construction would begin in late 2018 and be completed in 2019, a period of approximately 12 months or 280 days. Since the significance thresholds are based on average daily emissions, the total emissions predicted by CalEEMod were divided by the number of construction days. Construction air pollutant emissions are reported in Table 1 below. These emissions are below the significance threshold for average daily emissions.

Table 1 Construction Period Emissions

Scenario	ROG	NOx	PM10	PM2.5
Construction Emissions (tons)	3.01 tons	2.72 tons	0.26 tons	0.20 tons
Average Daily Emissions (lbs.)*	4.64lbs.	48.25 lbs.	21.85 lbs.	12.46 lbs.
BAAQMD Thresholds (lbs./day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No
*Note: *Assumes 280 workdays.*				

Construction Fugitive Dust: Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM10 and PM2.5. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soil. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines [22] consider these impacts to be less than significant if best management practices are employed to reduce these emissions.

Impacts and Mitigation Measure:

- **Impact AQ-1:** Air quality and fugitive dust-related impacts associated with grading and new construction could result in a significant impact.

- **Mitigation Measure AQ-1:** Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality and fugitive dust-related impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices

that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day and as needed during windy areas to keep site free of airborne dust from construction activities. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

2. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

3. All vehicle speeds on unpaved roads shall be limited to 15 mph.

4. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible and feasible. Building pads shall be laid as soon as possible and feasible, as well, after grading unless seeding or soil binders are used.

5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

7. A publicly visible sign shall be posted with the name and telephone number for the contact at the Lead Agency for dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Emissions: The BAAQMD 2017 CEQA Air Quality Guidelines reports the modeled annual and average daily operational emissions. As shown, annual and average daily emissions of ROG, NOx, PM10, or PM2.5 emissions associated with operation of the Project would not exceed the BAAQMD significance thresholds.

Table 2 Operation Period Emissions

Scenario	ROG	NOx	PM10	PM2.5
Annual 2019 Project Emissions	1.17 tons	0.79 tons	0.48 tons	0.14 tons
Annual Emission Thresholds	10 tons	10 tons	15 tons	10 tons
Exceed Threshold?	No	No	No	No
Daily 2019 Emissions	1.4 lbs.	5.5 lbs.	2.95 lbs.	0.92 lbs.
Daily Emission Thresholds	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐

Less Than Significant with Mitigation. Sensitive receptors are locations where an identifiable subset of the general population (children, asthmatics, the elderly, and the chronically ill) that is at greater risk to the effects of air pollutants are likely to be exposed. These locations include residences, schools, playgrounds, childcare centers, retirement homes, hospitals, and medical clinics. Operation of the Project, which is residential in nature, is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. Temporary construction activity would generate dust and equipment exhaust on a temporary basis. There are no nearby sources of air pollutant emissions that could adversely affect new residents.

Construction activities would be temporary in nature. The use of heavy diesel equipment would occur mainly during the demolition and grading phases of the Project that are anticipated to last less than six months. Diesel exhaust associated with construction activity is considered a toxic air contaminant (TAC), since it can cause cancer and includes fine particulate matter or PM2.5.

Impacts and Mitigation Measures:

- **Impact AQ-2:** If uncontrolled, construction activities have the potential to result in elevated concentrations of diesel particulate matter and fugitive dust PM2.5 concentrations at nearby sensitive receptors. As a result, the impact is considered potentially significant. However, potential impacts can be reduced to a less than significant level by using newer or retrofitted diesel equipment and alternatively-fueled equipment in addition to limiting the hours of use of this equipment.

- **Mitigation Measure AQ-2:** Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with temporary construction dust and equipment exhaust to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

    1. All diesel-powered mobile equipment larger than 50 horsepower (e.g. loaders, excavators, or graders) and operating on the site for more than two days consecutively shall meet U.S. Environmental Protection Agency (U.S. EPA) particulate matter emissions standards for Tier 2 engines or equivalent; or alternative measures such as the use of alternative-powered equipment (e.g. LPG-powered forklifts), alternative fuels (e.g. biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City of Pittsburg;

    2. All diesel-powered portable equipment (e.g. generators and compressors) operating on the site for more than two days consecutively shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent; or the construction contractor shall use alternative-powered equipment (e.g. LPG-powered forklifts), alternative fuels (e.g. biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City of Pittsburg;

    3. Line power shall be provided to the site during the building construction phases to minimize diesel-powered generator use; and

    4. Equipment hours of operation shall be minimized including the use of idling restrictions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

Less Than Significant. The Project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off site by resulting in confirmed odor complaints. Land uses primarily associated with ongoing odorous emissions are generally commercial or industrial in nature and might include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities, such as livestock operations. The Project site would be developed with 57 single-family homes, which is residential in nature, and therefore is not expected to produce any new odor sources that would affect a substantial number of people.

3. Biological Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☑

No Impact. The entire Project site was previously developed with urban uses including a car wash and PepsiCo bottling facility. The site does not contain any native habitat or critical habitat for wildlife listed as 'threatened' or 'endangered' by State or federal agencies. Neighboring lands are also developed and provide little if any habitat resources. The 4.98-acre site is considered an in-fill site, as it is surrounded by existing development on all four sides.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 US Fish and Wildlife Service?	☐	☑	☐	☐

Less Than Significant with Mitigation. A majority of the Project site has been identified as ruderal land in the adopted *East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECC HPC/NCCP)*. (East Contra Costa County Habitat Conservation Plan Association, 2006).[11] The Project Planning Survey Report submitted on June 6, 2017, [12] states that the "Project Site is

located within modeled suitable habitat for the western burrowing owl (*Athene cunicularia*) and a portion of the Project Site occurs within the ruderal land cover type which is considered suitable habitat for the owl. However, no burrows of suitable size to support the species (four inches or greater in diameter) were observed during the planning survey within 500 feet of the Project Site. The quality of habitat is considered marginal. California ground squirrels (*Spermophilus beecheyi*) were observed as well as active ground squirrel burrows within the ruderal and urban portions of the Project Site".

Impacts and Mitigation Measures:

- **Impact BIO-1:** A majority of the Project site is identified as ruderal land in the adopted ECC HCP/NCCP. While there is a low probability, the potential for burrowing owls exists.

- **Mitigation Measure BIO-1:** Take Authorization – The applicant is required to obtain permit coverage under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan ("ECCC HCP/NCCP"). All applicable standard avoidance and minimization measures of the ECCC HCP/NCCP, as outlined in the draft Planning Survey Report (PSR) dated June 6, 2017, are incorporated as Mitigation Measures BIO-3 and BIO-4. With the incorporation of these mitigations, the project will be eligible to receive take authorization under the City's incidental take permit from the United States Fish and Wildlife Service (USFWS) issued pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act (permit number: TE 160958-0) and the City's incidental take permit from the California Department of Fish and Wildlife (CDFW) issued pursuant to California Fish and Wildlife Code Section 2835 (permit number 2835-2007-01-03).

- **Mitigation Measure BIO-2:** ECC HCP/NCCP Development Fees – Prior to the issuance of grading or construction permits for the project site, the applicant shall pay the final required ECCC HCP/NCCP development fee in effect for Zone I, in compliance with PMC Section 15.108.070 (note that the fee is subject to annual adjustments, in accordance with Chapter 9.3.1 of the ECCC HCP/NCCP). The final fee shall be paid for approximately 4.24 acres of land to be permanently disturbed, as identified in the draft PSR, which is subject to final review and approval by the Pittsburg Community Development Department.

- **Mitigation Measure BIO-3:** Preconstruction Surveys for Burrowing Owl – Prior to any ground disturbance related to covered activities, a USFWS/CDFW-approved biologist shall conduct a preconstruction survey in areas identified in the planning surveys as having potential burrowing owl habitat. The surveys shall establish the

presence or absence of Western Burrowing Owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines (California Department of Fish and Game 1995).

On the parcel where the activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership shall not be surveyed. Surveys should take place near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. Surveys shall take place no more than 30 days prior to construction. During the breeding season (February 1– August 31), surveys shall document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1–January 31), surveys shall document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results shall be valid only for the season (breeding or nonbreeding) during which the survey is conducted. Copies of both surveys shall be submitted to ECCC Habitat Conservancy and the City for review and approval.

- **Mitigation Measure BIO-4:** Avoidance and Minimization and Construction Monitoring for Burrowing Owl – If burrowing owls are found during the breeding season (February 1–August 31), the project proponent shall avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance shall include establishment of a non- disturbance buffer zone (described below). Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the nonbreeding season (September 1– January 31), the project proponent should avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a buffer zone (described below).

  During the breeding season, buffer zones of at least 250 feet in which no construction activities can occur shall be established around each occupied burrow (nest site). Buffer zones of 160 feet shall be established around each burrow being used during the nonbreeding season. The buffers shall be delineated by highly visible, temporary construction fencing.

  If occupied burrows for burrowing owls are not avoided, passive relocation shall be implemented. Owls should be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances.

These doors should be in place for 48 hours prior to excavation. The project area should be monitored daily for a week to confirm that the owl has abandoned the burrow. Whenever possible burrows should be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic tubing or a similar structure should be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑

No Impact. The Project is not anticipated to affect any federally protected wetlands or waters of the United States. There are no visible water features on the Project site that would be impacted by the proposed development. (Site Visit 7/13/17)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 native wildlife nursery sites?	☐	☐	☐	☑

No Impact. The Project site has been fully disturbed by past commercial uses (a car wash and PepsiCo bottling site). There are no perennial surface waters in the site vicinity and, therefore, no fish habitat would be affected. (General Plan, Figure 9-1) [1] The terrain is flat with no natural geographic barriers or corridors. There are no

identified wildlife migratory corridors identified on the Project site. Considering these factors, the Project would not interfere with the movement of any wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☑	☐	☐

Less Than Significant Impact. The City of Pittsburg adopted a tree preservation ordinance protecting trees on private property (PMC section 18.84.825).[3] The regulations define a 'protected tree' as any tree that measures at least 50 inches in circumference (15.6 inches in diameter) at four and one-half feet above grade. The *Arborist Report for 350 Central Avenue, Pittsburg* prepared by Traverso Tree Service, dated July 24, 2017, [37] notes five trees on the Project site that meet these criteria. That report states the trees consist primarily of Mexican Fan Palms and Tree of Heaven, neither of which are California native trees, nor do they provide benefit to the property. The applicant applied for a tree removal permit on August 15, 2017 and will be required to comply with PMC section 18.84.825.

Impacts and Mitigation Measures:

- **Impact BIO-5:** The applicant requests to remove five trees protected under the City's tree preservation ordinance. PMC section 18.84.855 specifies the following options for replacement of protected trees: 1) replacement of the removed tree(s) at a four-to-one ratio with 24-inch box trees; 2) replacement of the tree(s) at a 12-to-one ratio with 15-gallon trees; 3) payment of in-lieu fees equal to the replacement trees' value, installation costs and one year of maintenance costs, as calculated with a 12-to-one ratio of 15-gallon trees; or 4) a combination of replacement and payment of in-lieu fees. The applicant has selected Option 4.

  Based on a 12-to-one ratio, a total of 60 replacement trees are required. PMC section 18.84.855(C)(3) states "replacement trees shall be in addition to any trees required by any provisions of this title, as a condition of approval of another discretionary permit, or as environmental mitigation for a discretionary permit. Since

the proposed street trees located along the motorcourts and Liberty Court are already required under PMC section 18.56.090(E)(3), only the proposed trees located along Central Avenue (12) and within the park (15) would count as replacement trees. Therefore, in-lieu fees would be required for 33 trees.

- **Mitigation Measure BIO-5:** Prior to the removal of a protected tree, the applicant shall submit payment of in-lieu fees equal to the replacement trees' value, installation costs and one year of maintenance costs, as calculated with a 12-to-one ratio of 15-gallon trees ($1,650).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑

No Impact. The PMC chapter 15.108, Ord. 07-1293, of the ECC HCP/NCCP Implementation Ordinance established the procedures to implement the ECC HCP/NCCP.

The Project site is located within the East Contra Costa County Habitat Conservation Plan (ECC HCP/NCCP) area. The ECC HCP/NCCP was designed to provide for comprehensive species, wetlands, and ecosystem conservation within the region and to contribute to the recovery of endangered species in Northern California. [11] The Project site is shown in the plan as ruderal and is in the Zone 1 fee area. The site development will not conflict with the ECC HCP/NCCP with mitigation listed in Initial Study Section 4(b) above.

5. Cultural Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☑

No Impact. The Project site is currently vacant. The site is not located within a historical district, and the now-demolished structures were not identified as buildings of historical significance. (General Plan, Chapter 9) [1]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☑

No Impact. There are no known or recorded archeological, paleontological, or other unique resources near the Project site as the site was previously developed and demolished.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑

No Impact. Refer to Initial Study Section 5(b) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

Less Than Significant Impact with Mitigation.

Impacts and Mitigation Measures:

- **Impact CR-1:** Due to the previous development on the site the potential for buried remains and artifacts is low, however the following mitigation measure assures compliance with the National Historic Preservation Act of 1966. [48]

- **Mitigation Measure CR-1:** Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be instructed by a representative of the Owner or its contractor to be observant for the potential occurrence of archaeological resources in the geologic materials encountered, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Owner's representative if such resources are discovered. In the event of a discovery, the City shall be promptly notified and work in the area shall cease until the discovery is evaluated by a qualified cultural resource specialist. If evaluation by a qualified cultural resource specialist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified cultural resource specialist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project, including development of a Research Design and Data Recovery Program if needed to mitigate impacts. If cultural artifacts are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared if significant cultural resources are discovered.

6. Geology and Soils:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☑	☐

Less Than Significant Impact. There is no active or potentially active fault zone, Seismic Hazard Zone, or Alquist-Priolo Earthquake Fault Zone located on the Project site or the surrounding areas, and there is no evidence of potential earthquake fault rupture hazard. The closest active fault is the Clayton segment of the Clayton-Marsh Creek-Greenville Fault, located more than three miles southwest of the Project site. (General Plan) [1] [28] [29]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2) Strong seismic ground shaking?	☐	☐	☑	☐

Less Than Significant Impact. Eastern Contra Costa County, like the San Francisco Bay Area as a whole, is in one of the most seismically active regions in the United States. Major earthquakes have occurred near Pittsburg in the past and can be expected to occur again in the future. Historically active faults (exhibiting evidence of movement in the last 200 years) in Contra Costa County include the Concord, Hayward, and Clayton-Marsh Creek-Greenville faults. Two potentially active faults (showing evidence of activity in the last two million years) include the Franklin and Antioch faults. The largest active fault in the region, the San Andreas Fault, is located about 40 miles west of Pittsburg. (General Plan)

Strong ground motions could occur near the Project site from an earthquake on any of these regional faults. The intensity of ground shaking that would occur in Pittsburg as a result of an earthquake in the Bay Area would depend on the magnitude of the earthquake, the distance from the City, and the response of the geologic materials at the Project site. Strong ground shaking would be a potentially substantial seismic hazard if structures are not appropriately designed. The potential for seismic ground motion to damage structures is typically mitigated through proper design and construction to withstand predicted ground motions. The California Building Code (CBC) seismic standards are designed to mitigate the potential for people or structures to be exposed to substantial risks from seismically-induced ground motion. Conformance with the CBC would be assured through the City's building permit process. Adherence to building code requirements would limit the risk of damage or injury from seismic ground shaking to a level that is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3) Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐

Less Than Significant Impact with Mitigation. An evaluation of the geotechnical impacts related to the proposed Project was conducted by TRC Companies, Inc., (TRC). [49] The site is located within an area that has not been mapped by the State of California as having the potential for seismically induced liquefaction. However, the Association of Bay Area Governments (ABAG) Resilience Program shows the area as having low liquefaction potential. During cyclic ground shaking, such as earthquakes, cyclically-induced stresses may cause increased pore water pressures within the soil matrix, which results in liquefaction. Liquefied soil may lose shear strength that may lead to large shear deformations and/or flow failure. Liquefied soil can also settle as pore pressures dissipate following an earthquake. Limited field data is available on this subject; however, settlement on the order of 2 to 3 percent of the thickness of the liquefied zone has been measured in some cases.

TRC reviewed liquefaction potential in accordance with guidelines set forth in CDMG Special Publication 117 (CDMG, 1997). Based on this publication, screening investigations were used to determine whether a particular site has obvious indicators for potential failure as a result of liquefaction. Three of these indicators would include soil type, soil density, and depth to ground water. The granular soils encountered on adjacent sites were generally medium dense to dense. In addition, depth to ground

water is anticipated to be 25 feet deep or greater. Based on these referenced indicators and TRC's engineering judgment, the potential for liquefaction is low during seismic shaking. However, TRC recommends a complete liquefaction evaluation should be performed as a part of the design-level geotechnical investigation.

Impacts and Mitigation Measures:

- **Impact GEO-1**: Liquefaction during an earthquake can cause significant damage to people and structures.

- **Mitigation Measure GEO-1**: A complete liquefaction evaluation shall be performed as a part of the design-level geotechnical investigation. The liquefaction evaluation shall be submitted with the design level geotechnical study when the grading plans are submitted.

  Compliance with the Design Level Geotechnical Report would reduce this potential impact to a level of less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4) Landslides?	☐	☐	☐	☑

No Impact. Landslides would not be a potential hazard on the Project site since it is relatively flat. There are no substantial slopes on or adjacent to the site that could result in a landslide hazard.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑

No Impact. The Project site is covered by disked soil, concrete foundation remnants, and pavement, with little exposed soil. Development of the Project would involve demolition and removal of existing pavement, and the construction of new buildings. Construction would not result in substantial soil erosion or loss of topsoil.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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 Impact. There are no substantial slopes on or adjacent to the Project site, therefore the Project does not have the potential to result in landslides. As noted in Initial Study Section 6.a.3 above, the Project site has low liquefaction potential. Subsidence can occur when pore pressures are reduced in unconsolidated geologic materials below a valley floor due to the withdrawal of fluids. The Project would not increase groundwater extraction or other withdrawal of fluids from unconsolidated geologic deposits. The mitigation measures in Initial Study Section 6.a.3 above would bring the proposed project compliance to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☑	☐	☐

Less Than Significant with Mitigation. According to TRC's report [49] for the Project, a Plasticity Index (PI) test performed on a sample from boring EB-1 at an approximate depth of 2 feet resulted in a PI of 35, indicating high plasticity and expansion potential of the near-surface soils.

Construction of the proposed Project would require solid building surfaces. Expansive soils shrink and swell as a result of moisture changes, causing heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

Impacts and Mitigation Measures:

- **Impact GEO-2:** Because there is a potential for expansive soils on the Project site, there is a potential for structural damage if structures are not properly designed to address the expansive soils. This creates a substantial risk to life or property.

- **Mitigation Measure GEO-2:** Prior to the approval of improvement plans and issuance of a grading permit, the Applicant shall submit a design-level geotechnical report to the City of Pittsburg Engineering Division for review and approval. The standard City requirements for a design level report include, at a minimum: 1) compaction specifications for on-site soils; 2) road and pavement design; 3) structural foundations; 4) grading practices; 5) erosion/winterization; and 6) expansive/unstable soils.

  Compliance with the Design-Level Geotechnical Report would reduce this potential impact to a level of less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

No Impact. The proposed Project does not involve the installation of septic tanks or alternative wastewater disposal systems. Furthermore, the Contra Costa Environmental Health Department, which regulates installation and inspection of septic tanks, would not permit a medium-density residential development to utilize septic tanks for wastewater treatment. (County Ordinance Code Section 420-6.206) Therefore, the Project would have no impact in this area.

7. Greenhouse Gas Emissions:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐

Less Than Significant. The BAAQMD CEQA Air Quality Guidelines (May 2017) [22] included GHG emissions-based significance thresholds. For land use development projects, the threshold is compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO2e; or 4.6 metric tons of CO2e/year/service population. Land use development projects include residential, commercial, industrial, and public land uses and facilities.

The project size (57 residential units) exceeds the screening size listed in the BAAQMD CEQA Air Quality Guidelines by one residential unit. Therefore, a refined analysis that includes modeling of GHG emissions from the Project was conducted.

The CalEEMod model [17] was also used to predict GHG emissions from operation of the site assuming full build-out of the Project. GHG emissions associated with construction were computed to be 294 metric tons CO2e. CO2e is considered the emissions of all greenhouse gases expressed as equivalent carbon dioxide based on the warming potential for each gas. The warming potentials are based on the values assigned by CalEEMod. These are the emissions from on-site operation of construction equipment, and hauling truck, vendor truck, and worker trips. The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions, though total construction period emissions would be less than the BAAQMD operational threshold of 1,100 metric tons CO2e per year. The District recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices assumed to be incorporated into construction of the proposed Project include, but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

The CalEEMod model was used to predict daily emissions associated with operation of the fully-developed site under the proposed Project. Computed Project per capita emissions are 3.4 metric tons of CO2e/year/service population, which would not exceed

the BAAQMD threshold of 4.6 metric tons of CO2e/year/service population. Table 3 shows predicted Project GHG emissions.

Table 3 Annual Project GHG Emissions

Source Category	**2019 Project Emissions** (metric tons)
Construction (1 year)	294
Operation	639
Area	7.8
Energy Consumption	223
Mobile	383
Solid Waste Generation	16
Water Usage	97
GHG Emissions (per capita)	3.4
BAAQMD Threshold	4.6 metric tons of CO2e/year
Significant?	No
Note: *Based on a service population of -186	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Less than Significant Impact. The BAAQMD GHG significance thresholds were designed to ensure compliance with AB 32, the State's GHG reduction legislation. The SFBAAB is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB's nonattainment status is attributed to the region's development history. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. If a proposed project's emissions are below the significance threshold, it can be assumed to comply with AB 32 within BAAQMD's jurisdiction. As described in Initial Study Section 6(a) above, the Project's impact would be under the threshold and therefore result in a less than significant impact related to GHG.

8. Hazards and Hazardous Materials:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑

No Impact. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. The proposed Project would not be industrial in nature and would consist of the development of 57 residential homes. This type of use would not typically involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Construction activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints and adhesives. However, the Project contractor would be required to comply with California Health and Safety Codes and local ordinances regulating the handling, storage and transportation of hazardous and toxic materials, as overseen by Cal-EPA and the California Department of Toxic Substances Control (DTSC). Thus, the proposed Project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑

No Impact. As discussed under Initial Study Section 8(a) above, the proposed Project would not involve the routine transport, use or disposal of hazardous materials and therefore there is no potential for any upset or accidental conditions involving the release of hazardous materials into the environment. As noted in Item 8(a), the Project contractor would be required to comply with California Health and Safety Codes and

local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Therefore, the proposed Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. As discussed under Initial Study Sections 8(a)-(b). above, the proposed Project would not involve that potential to emit hazardous emissions or handle acutely hazardous material, substance, or waste within a quarter mile of an existing school. The Project is residential in nature and would not involve the use of hazardous materials with a potential for emissions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. The Project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control. (DTSC, 2017) [8]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑

No Impact. The Project site is not located within an airport land use plan nor is it located within two miles of a private airstrip; therefore, there would be no impact related to safety hazards within the vicinity of an airport. (Contra Costa County Airports, 2017) [9]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑

No Impact. See Initial Study Section 8.d above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑

No Impact. The 2017 City of Pittsburg Emergency Operations Plan (EOP) [4] establishes procedures for educating the public about emergency preparedness and establishes procedures for responding to emergency situations, including management

of communication systems, provision of medical assistance, and maintenance of local financing structures and government leadership roles in the aftermath of a significant emergency event. The proposed Project would not modify any provision of the EOP.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

No Impact. The proposed Project site is an infill site and is surrounded by urban development. The Project site is not located in proximity to large open spaces where wildland fires would likely occur. (General Plan, [1] pages 11-17) In addition, the Project site is located within the 1.5-mile response radius for fire services. (General Plan, Figure 11-2) Therefore, there is no Project impact anticipated relative to wildland fires, and no Project-specific mitigation is necessary.

9. Hydrology and Water Quality:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐

Less Than Significant Impact with Mitigation. The greatest potential sources of surface water pollutants associated with the proposed development would be during the construction-phase erosion of the Project site and urban runoff pollutants generated from impervious surfaces on-site following the completion of construction. During the early stages of construction activities, topsoil would be exposed due to grading of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which would adversely affect water quality.

The State Water Resources Control Board (SWRCB) [50] regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Performance Standard NDCC-13 of the City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any City construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. Thus, the City and State's regulatory requirements, which are required for the project, would fully address all construction runoff impacts.

The San Francisco Bay Regional Water Quality Control Board (RWQCB) issued an Order requiring all municipalities within Contra Costa County (and the County itself) to develop more restrictive surface water control standards for new development projects as part of the renewal of the Countywide NPDES permit. Known as the 'C.3 Standards', [16] new development or redevelopment projects that create or replace 10,000 square feet or more of impervious area must contain and treat stormwater runoff on the project site or mitigate the runoff. The proposed project is a C.3 regulated project and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures.

Impacts and Mitigation Measures:

- **Impact HYD-1**: The proposed project is a C.3 regulated project and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures.
- **Mitigation Measure HYD-1**: The developer shall submit a complete Stormwater Control Plan and Report for the Liberty Residential Subdivision. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. In the event it is discovered that the treatment facilities on-site does not provide adequate capacity, the developer shall provide off-site treatment at another facility. The offsite facility shall be retrofitted or constructed to meet current C.3 standards, and provide the equivalent capacity that was infeasible at the on-site facility. The developer may choose to submit and alternative C.3 compliance plan, subject to approval by the City Engineering Division.
- **Mitigation Measure HYD-2:** Submittal of grading and/or building plans shall be consistent with the approved Stormwater Control Plan. The plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. A copy of a completed "Construction Plan C.3 Checklist", as described in the Stormwater C.3 Guidebook, or an alternative C.3 compliance plan approved by the City Engineering Division, shall be included. Grading and/or building permits, shall not be issued until this condition is met to the satisfaction of the Engineering and Planning Divisions.
- **Mitigation Measure HYD-3:** Grading and/or building permit plans (including structural, mechanical, architectural, grading, drainage, site, landscape, and other drawings) shall show the details and methods of construction for site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent stormwater control BMPs, and other features that control stormwater flow and potential for stormwater pollutants.
- **Mitigation Measure HYD-4:** The developer shall submit the final draft of the Stormwater BMP Operation and Maintenance Plan and Operations and Maintenance Agreement for the project's C.3 facilities, or alternative C.3 compliance plan to the Engineering Division for review prior to the first final building permit approval. The developer shall also execute the, which pertain to the transfer of ownership and / or long-term maintenance of stormwater treatment BMPs or hydrograph modification BMPs. The Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are found on

the Contra Costa County Clean Water Program website (www.cccleanwater.org) or the Stormwater C.3 Guidebook.

- **Mitigation Measure HYD-5:** Prior to issuance of any engineering or building permits, whichever permit is eligible to be issued first, the applicant shall deliver written confirmation that the owner of the property has elected to annex the property into the Community Facilities District (CFD) 2016-1 (Maintenance of Project Facilities and Future Annexation Area). The CFD provides funding for on-site project and off-site stormwater treatment facilities.

Compliance with the above mitigation measures will assure water quality impacts are reduced to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐

Less Than Significant Impact. The proposed Project would involve an increase in impervious surfaces (buildings, parking, and internal streets) from what currently exists on this site, which would decrease the infiltration of groundwater to the underlying aquifer as compared to existing conditions. TRC's *Feasibility Level Geotechnical Investigation Report*, [49] dated September 11, 2017, indicated borings generally encountered very stiff fat clay with sand, very stiff lean clay, very stiff to hard lean clay with sand, and stiff to hard sandy lean clay to a depth of approximately 30 feet. Free ground water was encountered during TRC's subsurface exploration in boring EB-2 at a depth of approximately 29 feet. Ground water recharge is not feasible due to the highly expansive soils present at the Project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐

Less than Significant Impact. The Vesting Tentative Map, Preliminary Grading, and Drainage Plan, [F7] prepared by Isakson and Associates, Inc, dated February 2018, proposes a new storm drain line in Central Avenue draining the impervious project areas connecting to an existing 24-inch line at Isabel Court. Prior to the approval of the improvement plans for the project, the City Engineering Division requires hydrology and erosion control plans that demonstrate the project will not result in substantial erosion or siltation. There are no streams or rivers on or within the boundaries of the project site (City of Pittsburg General Plan Figure 9-1, Site Visit 7/13/17)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project 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?	☐	☑	☐	☐

Less than Significant with Mitigation. Project development would involve the construction of 57 residential homes on the 4.98-acre Project site. Construction would require removal of existing remnant concrete and pavement from the Project site as well as grading, excavation, and other construction-related activities that could cause soil erosion at an accelerated rate during storm events. All these activities have the potential to affect water quality and contribute to localized violations of water quality standards if stormwater runoff from construction activities enters receiving waters. These exposed soils could affect water quality in two ways: 1) Stormwater runoff from the site may contain suspended soil particles and sediments, or 2) sediments could be transported

as dust that eventually reaches local waterbodies.

Sediments could reach local water bodies either through direct deposition or as suspended sediment in the runoff. Spills or leaks from heavy equipment and machinery, staging areas, or building sites could also enter runoff. Typical pollutants could include, but would not be limited to, petroleum products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants entered receiving waters in sufficient quantities to exceed water quality objectives. Impacts from construction-related activities generally would be short-term.

Because the proposed Project would require construction activities that would result in a land disturbance of greater than one acre, the applicant would be required by the State to obtain a General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit), which pertains to pollution from grading and project construction. Compliance with the General Construction Permit requires the project applicant to file a Notice of Intent (NOI) with the State Water Quality Control Board and prepare a SWPPP prior to construction. The SWPPP would incorporate best management practices to prevent, or reduce to the greatest extent, adverse impacts to water quality from erosion and sedimentation.

Impacts and Mitigation Measures:

- **Impact HYD-2**: The Project has the potential to pollute water run-off during and after construction.

- **Mitigation Measure HYD-2.** Prior to issuance of a Grading Permit, the applicant shall submit to the City Engineer for review and approval a long-term storm water pollution prevention plan (SWPPP) to protect storm water quality. The SWPPP shall include the following additional BMPs to protect storm water quality:

    1. Proper maintenance of parking lots and other paved areas can eliminate the majority of litter and debris washing into storm drains and thus, entering local waterways. Regular sweeping is a simple and effective BMP aimed at reducing the amount of litter in storm drain inlets (to prevent clogging) and public waterways (for water quality). The Homeowners Association shall enter into an agreement with the City or other street sweeping contractor to ensure this maintenance is completed on a monthly basis.

2. Proper maintenance of low-flow infiltration structures is necessary to ensure their effectiveness. Improper maintenance of the structures could result in a reduction of storm water conveyance capacity to overlying drainage structures as well as interfere with the infiltration capabilities of the structures. The maintenance of the low-flow infiltration structures will be the responsibility of the Homeowners Association. Necessary maintenance includes: regular inspection during the wet season for sediment buildup and clogging of inlets and outlets; and regular (approximately once a year) removal of sediment. A maintenance schedule shall be submitted to the City Engineering Department prior to project approval.

3. The applicant shall prepare informational literature and guidance on residential BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all future residents at the project site by the Homeowners Association. At a minimum the information should cover: 1) General information on the low-flow infiltration structures for residents concerning their purpose and importance of maintaining them; 2) Proper disposal of household and commercial chemicals; 3) Proper use of landscaping chemicals; 4) Clean-up and appropriate disposal of yard cuttings and leaf litter; and 5) Prohibition of any washing and dumping of materials and chemicals into storm drains.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑

No Impact. The Project site is located outside of the 100-year flood hazard area; therefore, the Project would result in no impact relative to potential flooding. (Federal Emergency Management Agency (FEMA), 2015) [14]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑

No Impact. See Initial Study Section 9(e) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Would the project expose people or h) structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑

No Impact. There are no levees or dams located upstream of the Project site with the potential to inundate the site because of failure, resulting in no impact (Google Maps).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Would the project lead to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

No Impact. The Project site is not vulnerable to inundation by seiche or tsunami. The Project site is approximately 0.75 miles from Suisun Bay where there is only a slight possibility of small events. (California Department of Conservation, 2017) [30] In addition, the Project site is flat and surrounded by development and would therefore not be subject to mudflow. As such, the Project would have no impact related to inundation by seiche, tsunami, or mudflow.

10. Land Use and Planning:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project physically divide an established community?	☐	☐	☐	☑

No Impact. The proposed Project would help complete the build-out of the neighborhood by developing one of the last vacant infill properties located along Central Avenue. It would not physically divide the community, in that the existing street and roadway network would continue providing the same level of access between neighborhoods.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐

Less Than Significant Impact. The Project requires City Council approval of a General Plan map amendment to change the site's land use designation from a combination of Service Commercial and Low Density Residential (1 to 7 dwelling units per acre (d.u./ac)) to Medium Density Residential (7 to 14 d.u./ac) (see Figures 5 and 6); a zoning map amendment to rezone the site from a combination of CS and RS-5 to PD (see Figures 3 and 4); a vesting tentative map to subdivide the 4.98-acre site into 57 lots for detached single-family homes (see Figure 7); and design review of landscape and architectural plans (see Figures 8-11).

The Project site includes two different zoning districts. Half the site (approximately 2.6 acres) is located in the CS district and the other half (approximately 2.41 acres) is located in the RS-5 district (with 5,000-square-foot minimum lot sizes). Both zoning

designations are consistent with the current General Plan land use designations. As stated in the Project description, the Applicant is seeking a General Plan amendment and rezoning to allow medium-density residential to be permitted on the entire Project site. The existing service commercial designation for this site is generally intended for economic and job development purposes rather than for the purpose of avoiding or mitigating an environmental effect (Pittsburg General Plan EIR Findings, City Council Resolution No.01-9519). In addition, the General Plan does allow a degree of residential development within commercial zones, so the proposed Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☑	☐

Less Than Significant Impact. The Project site occurs within the area of the ECC HCP/NCCP. [11] The plan is designed to provide for comprehensive species, wetlands, and ecosystem conservation within the region and to contribute to the recovery of endangered species in northern California. Though the site has a low potential to have burrowing owls, mitigation Measures in Initial Study Section 3.b would result in a less than significant impact.

11. Mineral Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. There are no known mineral resources or deposits identified near the Project site, therefore the proposed Project would have no impact. (General Plan, pages 9-3)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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. Refer to Initial Study Section 11.a above.

12. Noise:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐

Less Than Significant with Mitigation. The General Plan requires that interior noise levels within new residential units be maintained at or below 45 decibels (dBA) community noise equivalent level (CNEL). The State Building Code, Title 24, Part 2 of the California Code of Regulations establishes minimum noise insulation standards to protect people. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dBA day-night average sound level (Ldn) or CNEL in any habitable room.

An Environmental Noise Assessment entitled *Liberty Residential Development* dated May 26, 2017, was prepared by Bollard Acoustical Consultants, Inc. That assessment maintains that noise levels would exceed the maximum allowable interior sound level of 45 dBA CNEL inside residential units exposed to exterior noise levels of 60 dBA CNEL when windows are open in proposed residences along Central Avenue and Union Pacific Railroad (UPRR) tracks to the south. Additionally, the proposed park is located along the UPRR tracks.

Impacts and Mitigation Measures:

- **Impact NOI-1:** Because residential land uses proposed at the Project site would be exposed to exterior and interior noise levels greater than normally acceptable noise levels standards required by the General Plan, noise impacts to proposed sensitive receptors would be considered potentially significant.

- **Mitigation Measure NOI- 1:** Implementation of the following mitigation measures (noted in Environmental Noise Assessment entitled *Liberty Residential Development* dated May 26, 2017, prepared by Bollard Acoustical Consultants, Inc.) would reduce the potential impact of exterior noise levels on potential sensitive receptors to a level of less than significant.

1. Prior to the issuance of building permits, a qualified acoustical consultant shall review final site plans, building elevations, and floor plans to confirm that the design results of interior noise levels are reduced to 45 dBA CNEL or lower. The results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City along with the building plans and approved prior to the issuance of a building permit.

2. All upper-floor windows of residences adjacent to Central Avenue (homes on Lots 1-4 and 54-57) and the UPRR tracks (homes on Lots 24-33) shall be upgraded to a Sound Transmission Class (STC) rating of 32.

- **Mitigation Measure NOI- 2:** Prior to the issuance of Building Permits, the applicant shall show on the construction drawings that a suitable form of forced-air mechanical ventilation shall be installed as determined by the City Building Official, for units throughout the site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐

Less Than Significant. The construction of the Project may involve perceptible vibration when heavy equipment or impact tools are used (e.g. jackhammers, hoe rams, etc.). Construction activities would include demolition, excavation, grading, site preparation work, foundation work, and new building framing and finishing.

The nearest existing structures to the property are the Baptist Church to the east, Filipino-American Associates across Central Avenue, and residential beyond. All at a distance of 20 feet or greater, vibration levels from construction equipment would typically be below a significance threshold of 0.3 inches per second peak particle velocity (PPV). Construction activities would be temporary in nature and would occur during normal business hours, as regulated by the City. Therefore, impacts related to ground borne vibration would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐

Less Than Significant. Development of the residential subdivision would increase ambient noise levels in the Project vicinity as compared to the existing vacant site. However, residential uses are not considered significant noise generators and the impact would be considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐

Less Than Significant with Mitigation Incorporated. Noise from the construction activities, including demolition of existing concrete remnants and paving and construction of the Project infrastructure and new buildings, would contribute to the noise environment in the Project vicinity. Noise impacts from construction activities depend on the various pieces of construction equipment, the timing and length of noise-generating activities, and the distance between the construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g. early morning, evening, or nighttime hours) when construction occurs in areas adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Impacts and Mitigation Measures:

- **Impact NOI-3:** Noise from construction activities could contribute to the existing noise environment and have a potential significant impact on adjacent properties.

- **Mitigation Measure NOI-3:** Implementation of the following mitigation measures

would reduce the potential impact of construction noise on existing residences adjacent to the Project site to a level of less than significant. Prior to the issuance of construction permits, the contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities are scheduled to minimize noise disturbance. The plan shall implement, but not be limited to, the following available control measures to reduce construction noise levels as low as practical:

1. Construction activities shall be limited to the hours between 8:00 AM and 5:00 PM, Monday through Saturday. No construction activities should occur on Sundays or federal Holidays (consistent with General Plan Policy 12-P-9 and as approved by the City Engineer and Chief Building Official);

2. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;

3. Prohibit all unnecessary idling of internal combustion engines;

4. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists;

5. Locate all stationary noise-generating equipment, such as air compressors and portable power generators as far away as possible from adjacent residential land uses;

6. Locate construction staging areas and construction material storage areas as far away as possible from adjacent residential land uses;

7. Designate a “Disturbance Coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (i.e. starting work too early) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator for the construction site and include the telephone number in the notice sent to neighbors regarding the construction schedule; and

8. Hold a preconstruction meeting with job inspectors and the general

contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, construction schedule and noise coordinator) are complied with.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

No Impact. The Project site is not located within an Airport Land Use Plan nor is it located within two miles of an airport. (Contra Costa County Airports, 2017) [9]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

No Impact. The Project site is not located within the vicinity of a private airstrip. (Contra Costa County Airports, 2017)

13. Population and Housing:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐

Less Than Significant Impact. The most recent census estimates for family size in the City of Pittsburg are 3.27 persons per household (U.S. Census Bureau, 2017). [20] Given the proposed number of units (57), the development has the potential to increase the population of Pittsburg by 186 people. According to the 2016 census estimates, the total population of the City of Pittsburg was 70,679 (U.S. Census, 2017) [21] thus the proposed Project would increase the City's population by 0.26 percent. As a result, the potential population increase is considered less than significant. As an infill site, no extension of roads would be necessary to facilitate redevelopment of the Project site. Off-site drainage, water, and sewer lines will be replaced or constructed for the project, but they do not induce substantial population growth as the site is an infill site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

No Impact. There are no existing residential units on the site and therefore there would be no impacts necessitating the construction of replacement units elsewhere.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

No Impact. See Initial Study Section 13.b above.

14. Public Services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	☐	☑	☐	☐

Less Than Significant Impact with Mitigation. Station 87 at 1903 Railroad Avenue is 0.7 miles from the Project site. While the construction of the Project could result in increased risk of fire in the area due to the construction of new structures and additional people residing on the site, the proximity of the site to the fire station would ensure that the Project would not cause an increase in response time and would not significantly impact acceptable service ratios for the surrounding fire stations. The Contra Costa County Fire Protection District (CCCFPD) has established standard requirements for developer fees related to building permits, a one-time assessment that funds the Fire District equipment and other improvements, and Benefit Assessment District fees which support the Fire District staffing. Payment of these fees and the following mitigation measures would reduce the potential impact related to fire protection services to a level of less than significant.

Impacts and Mitigation Measures:

- **Impact PS-1:** Ongoing funding of services could overburden City resources.

- **Mitigation Measure PS-1:** Prior to issuance of any engineering or building permits, whichever permit is eligible to be issued first, the applicant shall deliver written confirmation that the owner of the property has elected to annex the property into the Community Facilities District (CFD) 2017-1 (Fire Safety Services).

The CFD provides funding for increased fire protection and emergency services in the project area.

Annexation of the property to the City's Community Facilities District (CFD) 2017-1 would mitigate potential impact related to the additional demand for fire protection services.

- **Impact PS-2:** Project access limitations and insufficient water supply would create safety issues.

- **Mitigation Measure PS-2**: The 20-foot-wide access roadways that branch off of Liberty Court shall have signs posted or curbs painted red with the words "*NO PARKING — FIRE LANE"* clearly marked on both sides of the roadway.

- **Mitigation Measure PS-3:** Emergency apparatus access roadways and hydrants are required to be installed, in service, and inspected by the CCCFPD prior to construction or combustible storage on site. The first lift of asphalt concrete paving shall be installed as the minimum roadway material and must be engineered to support the designated gross vehicle weight of 37 tons.

- **Mitigation Measure PS-4:** The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 1,000 gallons per minute. Required flow must be delivered from not more than one (1) hydrant flowing for a duration of 120 minutes while maintaining 20 pounds residual pressure in the main. The developer shall submit a minimum of two (2) copies of site improvement plans indicating proposed hydrant locations and fire apparatus access for review and approval prior to obtaining a building permit. Final placement of hydrants shall be determined by the CCCFPD.

- **Mitigation Measure PS-5:** All proposed homes shall be protected with an approved automatic fire sprinkler system complying with the 2016 edition of the National Fire Protection Association (NFPA) standard 13D or Section R313.3 of the 2016 California Residential Code. The developer shall submit a minimum of two (2) sets of plans to CCCFPD for review and approval prior to installation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2) Police protection?	☐	☑	☐	☐

Less Than Significant Impact with Mitigation. The City of Pittsburg General Plan Health and Safety Element Policy No. 10-P-39 establishes a desired ratio of 1.8 sworn police officers per 1,000 residents. According to the 2016 census estimates, the total population of the City of Pittsburg was 70,679. The proposed units have the potential to increase the population of Pittsburg by 186 people. (57 multiplied by an average household size of 3.27).

Impacts and Mitigation Measures:

- **Impact PS-6:** The increase in demand for police services could overburden City resources, resulting in a potentially significant impact.

- **Mitigation Measure PS-6:** Prior to issuance of any engineering or building permits, whichever permit is eligible to be issued first, the applicant shall deliver written confirmation that the owner of the property has elected to annex the property into the Community Facilities District (CFD) 2005-1 (Public Safety Service). The CFD provides funding for increased police coverage in the project area.

Annexation of the property to the City's Community Facilities District (CFD) 2005-1 would mitigate potential impact related to the additional demand for police services.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3) Schools?	☐	☐	☑	☐

Less Than Significant Impact. Development of the proposed Project would require that the applicant pay school development fees as dictated by State law, prior to the issuance of building permits. The maximum developer fees that the Pittsburg Unified School District (PUSD) currently collects are $2.63 per square foot for new residential construction. According to Government Code Section 65996, payment of such fees constitutes full mitigation of any school impacts under CEQA. Therefore, any resulting increase in school enrollment would be offset by the required payment of PUSD's development fees. This impact is considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4) Parks?	☐	☐	☑	☐

Less Than Significant Impact. Future development of the Project site with residential uses would result in additional people living in the City, thereby increasing demand for park services. PMC chapter 17.32, Dedication and Reservations, and PMC section 18.50.125.B, Parkland Dedication, sets forth detailed requirements for parkland dedication or fee in lieu of parkland dedication, for residential subdivisions, condominiums, and single-parcel residential developments. PMC section 17.32.020 also describes the criteria for combining fees and dedication as well as credits for private open space. These requirements are standard conditions of project approval, and as such, would be adequate to mitigate potential impacts related to increased demand for public open space. This impact is considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5) Other public facilities?	☐	☐	☑	☐

No Impact. The Project property is within the City's Landscape and Lighting District and there are no other foreseeable governmental services that would be necessary to serve the Project, therefore there would be no Project-related impacts to other public facilities.

15. Recreation:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐

Less Than Significant Impact. Future development of the Project with residential uses would result in additional people living in the City, thereby increasing demand for park services. PMC Chapter 17.32.020.D [3] sets forth the requirements for parkland dedication. The applicant must dedicate land or pay a fee, or dedicate land and pay a fee in combination as provided by PMC 17.32.020(D). Fees required pursuant to this subsection are calculated according to a schedule adopted by the City Council by resolution or ordinance and are payable at the time a building permit is issued. Compliance with PMC Chapter 17.32.020 would ensure that impacts to City parks from additional usage are adequately addressed, and no additional Project-specific mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Impact. The proposed Project would include a small park providing recreation facilities for young children. Development of the Project would require payment of fees or dedication of parkland in accordance with municipal codes requirements as noted under Initial Study Section 15.a above. This impact is considered less than significant.

16. Transportation/Traffic:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☑	☐

Less Than Significant Impact. General Plan Policy 3-P-4 requires the preparation of a traffic impact analysis for projects that would generate 100 or more net new peak hour vehicle trips. Based on the published trip generation rates in the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual*, *10th Edition,* the City's traffic engineer determined that the project would not exceed this threshold and therefore no traffic impact analysis is required.

Furthermore, Abrams Associates Traffic Engineering, Inc. *Trip Generation and Parking Analysis for the Proposed Liberty Residential Subdivision in the City of Pittsburg,* [40] notes that the Project is forecast to generate 42 trips during the AM peak hour and 56 trips during the PM peak hour. Because the project will not generate 100 or more net new peak hour vehicle trips, its impact to the existing circulation system is considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
other standards established by the county congestion management agency for designated roads or highways?				

Less than Significant Impact. See Initial Study Section 16.a, above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☑

No Impact. The Project site is not located within an airport land use plan nor is it located within two miles of an airport (Contra Costa County Airports, 2017).[9]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☑	☐	☐

Less than Significant Impact with Mitigation. As part of the *Trip Generation and Parking Analysis,* an analysis of traffic operations was prepared for the main entrance for the AM and PM peak hours of commute traffic. The existing operational conditions at the intersection were evaluated according to the requirements set forth by the City of Pittsburg. Analysis of traffic operations was conducted using the 2010 Highway Capacity Manual (HCM) Level of Service (LOS) methodology with Synchro software. For unsignalized intersections, such as the proposed project entrance with Moose Way and Central Avenue, the average control delay and LOS operating conditions are

calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. Operating conditions for unsignalized intersections are presented for the worst approach. Based on the Syncho analysis of existing and existing plus project conditions the westbound left turn movement into the proposed project is forecast to have an average queue of less than one vehicle during both the AM and PM peak hours. However, due to the random arrival nature of traffic it was recommended that a minimum storage length of 60 feet be provided to ensure the planned left turn lane will be able to accommodate at least two vehicles.

Impacts and Mitigation Measures:

- **Impact TRANS-1:** The westbound left turn movement into the proposed project is forecast to have an average queue of less than one vehicle during both the AM and PM peak hours. However, the random arrival nature of traffic may necessitate additional vehicle storage than currently provided.

- **Mitigation Measure TRANS-1:** The applicant shall provide a left turn lane into the Project site and ensure that it is long enough to accommodate at least two vehicles (60 feet). The left turn lane shall be included on the improvement plans and reviewed and approved by the City Engineer prior to issuance of an engineering permit.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project Result in inadequate emergency access?	☐	☐	☑	☐

Less Than Significant. Development of the Project site would require compliance with all building, fire, and safety codes and would be subject to review and approval by the City of Pittsburg Engineering Division, Public Works Department, and the CCCFD. Required review by these departments would ensure that the proposed circulation system for the Project site would provide adequate emergency access. Refer also to Initial Study Section 14.a Public Services above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☑	☐

Less than significant Impact. The proposed Project will either provide or take advantage of existing pedestrian, bicycle, and mass transit facilities and will, therefore, be consistent with adopted policies, plans, or programs supporting alternative modes of transportation. The project will be required to provide new 10-foot sidewalks along Central Avenue and six-foot sidewalks along Liberty Court to encourage pedestrian travel between the subdivision and surrounding areas. The Project will also be bicycle-friendly, in that there are existing Class II bicycle lanes along Central Avenue and bicycle racks will be incorporated into each garage. Bus stops for Tri Delta Transit [19] bus routes 381, 392, and 394 are located on Railroad Avenue about a half-block west of the subdivision. The Project is also located within biking distance of the new Pittsburg Center BART station.

17. Utilities and Service Systems:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐

Less Than Significant. Wastewater services are provided by the City of Pittsburg and Delta Diablo [38] The City owns and operates the local sewage collection system. The City's collection system consists of approximately 96 miles of sewer lines. Wastewater from the proposed Project would consist of sanitary flow which would be conveyed by public sanitary sewer lines underground to the Delta Diablo wastewater plant for treatment. This plant is located north of the Pittsburg-Antioch Highway. The plant has the permitted capacity to treat 19.5 million gallons of sewage per day (mgd). In 2014, the average dry weather influent to the treatment plant was 12.9 mgd, or 66% of capacity. Therefore, flows from the proposed Project are not anticipated to result in the treatment plant exceeding its treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). The proposed Project would have a less than significant impact on wastewater treatment facilities since it would utilize existing wastewater treatment capacity from a permitted connection.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑

Less Than Significant Impact. The proposed Project would utilize existing water and wastewater treatment facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐

Less Than Significant. As discussed in Initial Study Section 9.a, the proposed project is a C.3 regulated project and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures. The construction of these facilities are required under the Countywide NPDES permit to minimize pollutants entering the storm drain system.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐

Less Than Significant. The City of Pittsburg is a water purveyor that obtains the majority of its potable water supply under a wholesale contract with Contra Costa Water District (CCWD). This water is diverted as raw water from CCWD's Contra Costa Canal. The remainder of the potable water supply is obtained from the City's two groundwater wells. In 2015, 87% of the City's potable supply was provided by CCWD and 13% was from local groundwater wells. The City's potable water use for 2015 was 8,772 acre-feet per year (AFY), more than 7% lower than the projected water use from the 2010 UWMP. The City operates its own water treatment plant and associated infrastructure which primarily serves customers within City limits. (City of Pittsburg 2015 Urban Water Management Plan.) [16]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) 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?	☐	☐	☑	☐

Less Than Significant. The Project site is within the Delta Diablo service boundary and as such, Delta Diablo would provide wastewater treatment for the proposed Project. Delta Diablo has an average dry weather design capacity to provide secondary treatment for 16.5 mgd. (Delta Diablo, 2017). [38] Delta Diablo sets forth the required fees for connection to Delta Diablo's facilities, including a Capital Facilities Capacity Charge and Pro-rated sewer charge.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐

Less Than Significant. The proposed Project would be served by Pittsburg Disposal Service, which provides solid waste pick-up and disposal services to most of the city. Solid waste generated within the City of Pittsburg is disposed of at the Keller Canyon landfill. The Keller Canyon landfill has a permitted capacity of 75 million cubic yards, with 12 million cubic yards (16 percent) used and 63 cubic yards (84 percent) remaining. (CalRecycle, 2017) [32, 33] Therefore, the potential impact related to solid waste disposal needs would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

No Impact. The proposed project is not a class of project that is generally recognized as having a potential to violate applicable statutes and regulations related to solid waste; therefore, there would be not impact.

18. Mandatory Findings of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☑	☐

Less Than Significant Impact. The Project has very low potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community or 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Impact. The Project would not have impacts that are individually limited, or cumulatively considerable. The Project site was previously developed. Over time, the surrounding area has been developed. The Project would be an infill development. With the exception of existing sewer and water main lines which will be upgraded by the developer, the existing public infrastructure is adequate to serve this development.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

Less Than Significant Impact. The Project does not have the potential for environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly, other than those addressed in the preceding sections of this Initial Study Checklist. As described in the preceding sections of this Initial Study Checklist, the Project would have no impact or less than a significant impact on agriculture and forest resources, greenhouse gas emissions, hazards and hazardous materials, land use and planning, mineral resources, population and housing, and recreation. With recommended mitigation measures contained in this Initial Study Checklist, the proposed Project would have less than significant impacts related to

aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, public services, transportation and utilities, and service systems. The Project is anticipated to provide an overall environmental benefit through the removal of a vacant, outdated facility and construction of new housing units located in proximity to multi-modal transportation.

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