Draft Environmental Impact Report

CITY OF PLEASANT HILL

City of Pleasant Hill
Planning Division
100 Gregory Lane
Pleasant Hill, CA 94523

April 2019

LAMPHIER - GREGORY
URBAN PLANNING, ENVIRONMENTAL ANALYSIS & PROJECT MANAGEMENT | 510.535.6690

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INTRODUCTION

PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act and the Guidelines promulgated thereunder (together "CEQA") require an Environmental Impact Report (EIR) to be prepared for any project which may have a significant impact on the environment. An EIR is an informational document, the purposes of which, according to CEQA are "to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project." The information contained in this EIR is intended to be objective and impartial, and to enable the reader to arrive at an independent judgment regarding the significance of the impacts resulting from the proposed project.

This EIR evaluates the potential environmental impacts that may be associated with the proposed Cambria Hotel Project ("Project") in the City of Pleasant Hill, California. Stratus Development Partners (17 Corporate Plaza, Suite 200, Newport Beach, CA 92660) has proposed the construction of a four-story 155-room Cambria Hotel and associated parking, landscaping, and amenities on an approximately 2.5-acre site at 3131 and 3195 N Main St/1531 Oak Park Blvd in Pleasant Hill, CA (APN: 170-092-050, -054, -055, -057, -058, -059). The Project includes modifications within North Main Street, including modifications to the existing median and a new dedicated left turn pocket (northbound direction), & removal of the existing Black Angus restaurant at 3195 N Main St and existing retail building at 1531 Oak Park Blvd. In conjunction with the hotel project, the City is also proposing to amend the General Plan to establish a new land use overlay designation for visitor-serving uses with accompanying goals, policies, programs and updated standards, including allowing a floor area ratio of up to 100% for specified uses within the proposed overlay. The overlay designation is currently proposed for only the hotel project site.

EIR REVIEW PROCESS

This EIR is intended to enable City decision makers, public agencies and interested citizens to evaluate the broad environmental issues associated with the proposed Project. An EIR does not control the agency's ultimate discretion on the Project. As required under CEQA, the agency must respond to each significant effect identified in the EIR by making findings and if necessary and warranted, by adopting a statement of overriding considerations. In accordance with California law, the EIR must be certified before any action on the Project can be taken. However, EIR certification does not constitute Project approval.

Together, this Draft EIR (Draft EIR) and the Final EIR (Final EIR) will constitute the EIR for the Project. During the review period for this Draft EIR, interested individuals, organizations and agencies may offer their comments on its evaluation of Project impacts and alternatives. The comments received during this public review period will be compiled and presented together with responses to these comments in the Final EIR. The Pleasant Hill decision makers will review the EIR documents and will

determine whether or not the EIR provides a full and adequate appraisal of the project and its alternatives.

In reviewing the Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible environmental impacts associated with the Project. Readers are also encouraged to review and comment on ways in which significant impacts associated with this Project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental impacts. Reviewers should explain the basis for their comments and, whenever possible, should submit data or references in support of their comments.

This Draft EIR will be circulated for a 45-day public review period. Written comments may be submitted to the following address:

City of Pleasant Hill
Planning Division
Troy Fujimoto, Senior Planner
100 Gregory Lane
Pleasant Hill, CA 94523
Telephone: 925-671-5224
Email: Tfujimoto@pleasanthillca.org

Please contact Troy Fujimoto at 925-671-5224 or Tfujimoto@pleasanthillca.org if you have any questions.

After reviewing the Draft EIR and the Final EIR and certifying the EIR as adequate and complete, the Pleasant Hill decision makers will be in a position to consider approval, denial, or modification of the Project and related actions.

CONTENT AND ORGANIZATION OF THE EIR

A Notice of Preparation (NOP) was issued in August 2018 to solicit comments from public agencies and the public regarding the scope of the environmental evaluation for the Project (see Appendix A). The NOP and all written comments are presented in Appendix A. These comments were taken into consideration during Draft EIR preparation.

An Executive Summary follows this introduction as Chapter 2. This summary presents an overview of the Project and the potentially significant environmental impacts which may be associated with the Project, including a listing of recommended mitigation measures.

This Draft EIR presents a description of the Project in Chapter 3. Chapters 4 through 18 present environmental analysis of the Project, focusing on the following issues:

4. Aesthetics
5. Agricultural, Forest and Mineral Resources
6. Air Quality
7. Biological Resources
8. Cultural Resources
9. Geology and Soils

10. Greenhouse Gas Emissions
11. Hazards and Hazardous Materials
12. Hydrology and Water Quality
13. Land Use and Planning
14. Noise
15. Population, Public Services and Recreation
16. Traffic/Transportation
17. Utilities/Service Systems

Chapter 18 presents other CEQA considerations, including a discussion of significant and irreversible modifications in the environment, growth inducing impacts, and cumulative impacts.

Chapter 19 presents an evaluation of the environmental effects which may be associated with the proposed project and four alternatives evaluated: the "No Project" alternative, two reduced intensity development alternatives (fast food with no drive-through and specialty retail uses) and an alternative intended to reduce the potential for cut through traffic on residential neighborhoods through restricted site egress (though this is not an impact under CEQA).

Chapter 20 lists the Draft EIR report preparers.

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EXECUTIVE SUMMARY AND IMPACT OVERVIEW

SUMMARY DESCRIPTION

This EIR evaluates the potential environmental impacts that may be associated with the proposed Cambria Hotel Project ("Project") in the City of Pleasant Hill, California. The applicant is Stratus Development Partners and the City of Pleasant Hill is the Lead Agency.

The 2.5-acre Project site is located at 3195 and 3131 North Main Street and 1531 Oak Park Boulevard, at the southwest corner of the intersection of North Main Street and Oak Park Boulevard. The site is currently occupied by a 9,709 sq. ft. Black Angus restaurant and a 3,080 sq. ft. vacant commercial/retail building, both of which will be removed.

The proposed Project would involve the construction of a four-story 155-room Cambria Hotel and associated parking, landscaping, and amenities. The Project includes modifications within North Main Street, including modifications to the existing median and a new dedicated left turn pocket (northbound direction).

In conjunction with the hotel project, the City is also proposing to amend the General Plan to establish a new land use overlay designation for visitor-serving uses with accompanying goals, policies, programs and updated standards, including allowing a floor area ratio of up to 100% for specified uses within the proposed overlay. The overlay designation is currently proposed for only the hotel project site. The Project would also require rezoning to Planned Unit Development District, Development Plan Permit, Architectural Review Permit, Sign Permit, and a Tree Removal Permit.

IMPACTS AND MITIGATION MEASURES

The analyses in Chapters 4 through 18 of this document provide a description of the existing setting, potential impacts of Project implementation, and recommended mitigation measures to reduce or avoid potentially significant impacts that could occur as a result of Project implementation. **Table 2.1** at the end of this chapter lists a summary statement of each impact and corresponding mitigation measures, as well as the level of significance after mitigation.

SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

No significant and unavoidable impacts were identified under the proposed Project. All Project impacts are either less than significant or can be reduced to those levels through implementation of the mitigation contained in this Draft EIR.

IMPACTS REDUCED TO A LEVEL OF LESS THAN SIGNIFICANT THROUGH MITIGATION

The following potentially significant impacts would be reduced to less than significant levels with implementation of mitigation measures:

Air Quality: Construction of the Project would result in temporary emissions of dust and construction vehicle emissions and exposure of sensitive receptors to such emissions. With implementation of construction best management practices (Mitigation Measures Air-1) and selection of construction equipment to minimize emissions (Mitigation Measure Air-2), impacts would be reduced to a level of less than significant.

Biological Resources: Construction-related noise and activity could disturb or displace nesting birds. This potential impact is reduced to less than significant levels through implementation of a pre-construction nesting bird survey (and resulting recommendations) as called for in Mitigation Measure Bio-1.

Construction of the Project would also result in removal of trees protected under the Pleasant Hill Tree Preservation Code. Appropriate permits and replacement are required (Mitigation Measure Bio-2) and would reduce this impact to a level of less than significant.

Cultural and Tribal Cultural Resources: Construction of the Project could disturb unidentified archeological, paleontological, or tribal cultural resources and/or human remains. Halting of work in the event such resources are discovered during construction and implementation of appropriate measures (Mitigation Measures Culture-2a and -2b) would reduce these impacts to less than significant levels.

Geology and Soils: Soils exposed during site grading could be subject to erosion during storm events. Implementation of a required Storm Water Pollution Prevention Plan (Mitigation Measure Geo-2) would reduce this impact to less than significant levels.

Hazards and Hazardous Materials: Hazardous materials could be accidentally released during demolition of the existing buildings at the site. This impact is reduced to less than significant levels through abatement of lead-based paint, asbestos, and molds prior to demolition (Mitigation Measure Haz-2).

Hydrology and Water Quality: Construction activities at the site will disturb soils and create potential erosion and siltation concerns. Implementation of a required Storm Water Pollution Prevention Plan (Mitigation Measure Geo-2) would reduce this impact to a less than significant level.

Noise: Construction and operation of the Project could increase noise levels at nearby noise-sensitive land uses. Construction noise control measures (Mitigation Measure Noise-1) and acoustical shielding of roof-top mechanical equipment (Mitigation Measure Noise-2) would reduce these impacts to a less than significant level.

All other impacts would be less than significant without the need for mitigation, as detailed in Table 2.1.

ALTERNATIVES

Three alternatives were evaluated. All of the alternatives are located on the Project site. Differences between the alternatives focus on either a) reasonable alternative uses that would have lower noise and vehicle trip generation and related air emissions and b) attempts to reduce the impact of traffic using neighborhood streets. The three alternatives analyzed in Chapter 19 are summarized below:

Alternative A: No Project Alternative. Alternative A is a "no project" alternative. It assumes the proposed Project is not approved and the existing uses remain on the site. The Black Angus would remain in operation and this alternative assumes the 3,080 square foot vacant commercial building at 1531 Oak Park Boulevard would remain vacant.

Alternative B: Reduced Height Hotel. Alternative B assumes a hotel with the same number of rooms would be constructed at the site but with a lower height – reaching only a maximum of three stories instead of four. Reduced height would be achieved through increasing the building footprint to accommodate more rooms on less floors. Because nearly the entire site is utilized under the proposed Project for required landscaping and parking in addition to the hotel building, the increased building footprint would necessitate underground parking to be incorporated into the site plan. Construction activities under this alternative would be increased to include excavation for and construction of underground parking.

Alternative C: Retail Redevelopment. This alternative assumes the site is fully redeveloped with retail/restaurant uses up to the existing allowable FAR of 0.4. For purposes of this analysis, this is assumed to be a one-story shopping center, split approximately 75% retail uses (32,540 square feet) and 25% restaurant uses (10,845 square feet). This analysis assumes required parking and landscaping could be accommodated on the remainder of the site with no need for underground parking.

Alternatives Conclusion

No significant and unavoidable impacts were identified under the proposed Project. All Project impacts are either less than significant or can be reduced to those levels through implementation of the mitigation contained in this Draft EIR. Because of the low impact of the proposed Project, differences between it and the Alternatives are marginal and confined to reductions in already less than significant impacts except in the case of construction-period noise impacts, which are significantly increased under Alternative B.

Alternative A, the No Project Alternative, would not result in any changes to the site or use and therefore, has the lowest possible impacts in every parameter. Alternative A would be the environmentally superior alternative. However, Alternative A does not meet any of the Project objectives.

The CEQA Guidelines also require that "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126.6(e)(2)). In general, the environmentally superior alternative minimizes adverse impacts to the environment, while still achieving the basic project objectives.

Because Alternative B would require excavation for underground parking to accommodate the lower overall height of the project, it would result in a substantially greater construction noise impact and is therefore not environmentally superior to the Project.

Alternative C, the Retail Redevelopment alternative, and the Project would have the same or similar impacts with only marginal differences between them. Therefore, the Project and Alternative C would tie as the next most environmentally superior options. It can be noted that while increases are not substantial, Alternative C does result in generally increased impacts compared to the Project.

Table 2.1: Summary of Project Impacts and Mitigation Measures

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Significant and Unavoidable – No Feasible Mitigation to Reduce to Less Than Significant		
None		
Less than Significant with Mitigation		
Impact Air-1: Construction Dust and Exhaust. Construction activities would generate exhaust emissions from vehicles/equipment and fugitive dust particles that could affect local air quality. Although emissions would be below threshold levels, the impact is considered potentially significant, requiring basic control measure to control fugitive dust.	Basic Construction Management Practices. The Project shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD "Basic Construction Mitigation Measures". • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • 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. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • 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. • 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. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding 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.	Less than Significant
Impact Air-3: Exposure of Sensitive Receptors. The Project would result in emissions that could contribute to increased health risks during both the construction period and operations. The impact is potentially significant, requiring selection of construction equipment to minimize emissions.	Mitigation Measure Air-2: Selection of Construction Equipment to Minimize Emissions. The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 65-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	the following: • All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.	
Impact Bio-1: Disturbance of Nesting Birds. Construction activities could adversely affect nesting birds protected by the Migratory Bird Treaty Act and/or Fish and Game Code of California. This is a potentially significant impact.	Mitigation Measure Bio-1: Pre-Construction Nesting Bird Survey. Pre-construction surveys for nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California within 100 feet of a development site in the Project area shall be conducted within 30 days of initiation of construction activities. If active nests are found, the project shall follow recommendations of a qualified biologist regarding the appropriate buffer in consideration of species, stage of nesting, location of the nest, and type of construction activity. The buffer shall be maintained until after the nestlings have fledged and left the nest.	Less than Significant
Impact Bio-2: Removal of Protected Trees. Construction of the Project as proposed would necessitate removal of trees protected under the Pleasant Hill Tree Preservation Code (18.50.110). This is a potentially significant impact.	Mitigation Measure Bio-2: Approved Tree Removal and Replacement. Prior to removing trees, the applicant shall obtain required tree removal permits and approval of the tree removal and replacement plan based upon qualified professional opinion of the need for such removal.	Less than Significant
Impact Culture-2: Disturbance of Unidentified Paleontological Resources, Archaeological Resources, Tribal Resources, or Human Remains. During earth-moving activities at the Project site, it is possible that unidentified paleontological resources, archaeological resources, tribal resources, or human remains could be uncovered and disturbed. This is a potentially significant impact.	Mitigation Measure Culture-2a: Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that any previously unidentified paleontological, archaeological, or tribal resources are uncovered during site preparation, excavation or other construction activity, all such activity shall cease until these resources have been evaluated by a qualified paleontologist, archaeologist, and/or tribal consultant and specific mitigation measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code and the Archaeological Resources Protection Act (16 USC 469). Mitigation Measure Culture-2b: Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission. In the event that any human remains are uncovered during site preparation, excavation or other construction activity, all such activity shall cease until these resources have been evaluated by the County Coroner, and appropriate action taken in coordination with the Native American Heritage Commission and local tribes, in accordance with section 7050.5 of the California Health and Safety Code and, if the remains are Native American, section 5097.98 of the California	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	Public Resources Code and the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-30013).	
Impact Geo-2: Construction-Period Soil Erosion. Demolition of existing structures and pavements could expose underlying soil to the elements. Excavation of soil for construction of new buildings and pavement sections would also be performed and temporary stockpiles of loose soil will be created. Soils exposed during site grading would be subject to erosion during storm events. This is a potentially significant impact.	Mitigation Measure Geo-2: Construction-Period Stormwater Pollution Prevention Plan (SWPPP). The Project applicant shall prepare and implement a SWPPP for the proposed construction period. The SWPPP and Notice of Intent (NOI) must be submitted to the State Water Resources Control Board to receive a Construction General Permit. The plan shall address National Pollutant Discharge Elimination System (NPDES) requirements, include applicable monitoring, sampling and reporting, and be designed to protect water quality during construction. The Project SWPPP shall include "Best Management Practices" (BMPs) as required by the State and Contra Costa County Clean Water Program for preventing stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control.	Less than Significant
Impact Haz-2: Potential Hazardous Materials Release During Demolition. The existing buildings at 1531 Oak Park Boulevard and 3195 North Main Street potentially contain hazardous materials including asbestos, lead paint and mold, which could be released during demolition. This is a potentially significant impact.	Mitigation Measure Haz-2: Lead-Based Paint, Asbestos, and Mold Assessment and Abatement. Any suspected asbestos-containing materials, lead-based paint or mold shall be sampled by a qualified environmental professional prior to any demolition which may disturb them. If such sampling identifies the presence of these materials, they shall be abated by a licensed abatement contractor and disposed of according to all state and local regulations.	Less than Significant
Impact Hydro-1: Construction-Period Erosion and Siltation. Construction of the proposed Project would involve the demolition of existing structures and pavement areas and grading activities. Such disturbance would present a threat of soil erosion by subjecting unprotected bare soil areas to runoff during construction, which could result in siltation to receiving waters.	Mitigation Measure Geo-2 would also mitigate Impact Hydro-1.	Less than Significant
Impact Noise-1: Construction Noise and Vibration. The construction of the Project would generate noise and vibration and would temporarily and intermittently increase noise and vibration levels at adjacent residential receivers. However, the construction period will not span more than one construction season and is considered to be less than significant with mitigation.	Mitigation Measure Noise-1: Construction Noise Control. To ensure construction-period noise levels are reduced to the extent feasible, the applicant shall include construction noise control best management practices, as feasible, which can include the following: • Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours allowed by the City's Municipal Code: 7:30 a.m. to 7:00 p.m. on weekdays, and 9:00 a.m. to 6:00 p.m. on weekends, excluding holidays, and with grading activities not allowed on Sundays. • Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the	

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	equipment. • Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction levels by 5 dBA. • Utilize "quiet" air compressors and other stationery noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction, as feasible. • If conflicts occurred which were irresolvable by proper scheduling, temporary noise control blankets shall be erected along upper story building facades facing residential areas. Noise control blankets can be rented and quickly erected. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • 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 the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.	
Impact Noise-2: Operational Noise. On-site project operations would increase ambient noise levels at nearby land uses. This is a potentially significant impact.	Mitigation Measure Noise-2: Rooftop Mechanical Equipment Shielding. All rooftop equipment shall be shielded by a 42-inch high parapet wall or mechanical screen wall, relative to the base elevation of the equipment. To be effective as a noise barrier, the parapet wall or screen wall must be constructed with a solid material with no gaps at the base or the face of the barrier. Openings or gaps between sound wall materials substantially decrease the effectiveness of the sound wall. Suitable materials for sound wall construction should have a minimum surface weight of 3 pounds per square	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	foot, such as 1-inch-thick wood, 5/8-inch Cement Board, ½-inch laminated glass, masonry block, concrete, or metal one-inch.	
Less than Significant Impacts		
Impact Vis-1: Scenic Corridor. Oak Park Boulevard is designated as a scenic corridor in the City of Pleasant Hill General Plan. However, the General Plan designation is not an official scenic highway designation and would not apply to the segment of the roadway adjacent to the Project site. Further, through conformance with the applicable City design standards and guidelines, any potential impact would be less than significant.	No mitigation warranted.	Less than Significant
Impact Vis-2: Changed Visual Character. The proposed Project would remove two existing commercial buildings and construct a new hotel on the site along with other site and landscaping improvements. While adjacent to residential uses, and larger/taller than existing development, the proposed development would be consistent with continued use of the North Main Street frontage for buffering commercial development and allowable within City design guidelines. This impact would be less than significant.	No mitigation warranted.	Less than Significant
Impact Vis-3: Increased Light and Glare. The Project would add additional sources of light to a commercial site that have the potential to increase light levels at adjacent residential uses. However, illumination levels on nearby residential properties would be below allowable levels for residential uses and would be considered less than significant.	No mitigation warranted.	Less than Significant
Impact Air-2: Operational Emissions. The Project would result in increased emissions from on-site operations and emissions from vehicles traveling to the site. However, emissions would be below threshold levels and the impact would be considered less than significant.	No mitigation warranted.	Less than Significant
Impact Culture-1: Removal of a Historic Age Building. Construction activities include demolition of the over 50 year old currently vacant commercial building at 1521 Oak Park Boulevard. However, historic assessment concluded that this building would not be eligible for listing as a historic resource and the impact would be less than significant.	No mitigation warranted.	Less than Significant
Impact Geo-1: Seismic Hazards. The Project is located in a seismically active region and likely to be subject to strong seismic shaking during the life of the improvements. However, the site is not located in a fault zone or landslide hazard area, the potential for liquefaction of the soil is low, and the Project will be built in accordance with California Building Code Seismic Design Parameters.	No mitigation warranted.	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Therefore, the impact related to seismic hazards would be less than significant.		
Impact Geo-3: Compressible and Expansive Soils. The Project is located on sandy soils that could be susceptible to excessive settlement/consolidation under planned loading conditions and on clay soils that have the potential to swell with moisture and could damage the building slab. However, Project construction plans include over-excavation of the building pad and fill with engineered soil. Therefore, the impact related to compressible and expansive soils would be less than significant.	No mitigation warranted.	Less than Significant
Impact Haz-1: Routine transportation, use or disposal of hazardous materials. Construction activities routinely utilize fuels and oils in construction equipment that may be considered hazardous and commercial operations use hazardous materials such as cleaning products. However, compliance with applicable regulations would ensure that the impact is less than significant.	No mitigation warranted.	Less than Significant
Impact Haz-3: Hazardous Material Site. The Project site is listed as a hazardous material site for release of grease at the Black Angus and as a location where illegal drug lab equipment was found. Phase I and II investigation concluded that there is no significant impact related to potential contamination resulting from these two potential releases. The impact is less than significant.	No mitigation warranted.	Less than Significant
Impact Hydro-2: Altered Runoff. The Project will modify the collection of rainfall runoff across the site by the creation impervious surfaces and construction of detention drainage facilities. However, the on-site stormwater facilities are adequate to meet applicable water quality requirements and changes will not result in flows over capacity off the system to prevent flooding. This is a less than significant impact.	No mitigation warranted.	Less than Significant
Impact Plan-1: Change in Land Use Designation and Zoning. The proposed Project is not consistent with all the standards in the current land use designation or zoning. However, approval of the Project will include rezoning and a General Plan amendment to bring the land use and zoning into consistency. Approval of the rezone and General Plan amendment would remove the conflict with the land use plan for the site. The impact would therefore be less than significant.	No mitigation warranted.	Less than Significant
Impact Pop-1: Indirect Population Growth. The Project would result in an increase of approximately 28 employees at the Project site and some of these future employees would be expected to move to City of Pleasant Hill if they	No mitigation warranted.	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
are not current residents. The increase, however, of up to approximately 28 residents, would not be substantial compared to expected local growth and the impact would be less than significant.		
Impact Services-1: Increased Public Service Demand. The Project would increase the number of employees and hotel guests at the site, which could marginally increase demand for public services. However, the Project would be adequately served with existing public service and recreation facilities and the impact would be less than significant.	No mitigation warranted.	Less than Significant
Impact Traf-1: Contributions to Vicinity Traffic. The Project would add traffic to roadways and intersections in the vicinity of the Project. However, the contribution of traffic and/or resultant intersection service levels would be below applicable significance thresholds on both a project-specific and cumulative level. This is a less than significant impact.	No mitigation warranted.	Less than Significant
Impact Traf-2: Site Access and Circulation. The design of the Project would meet all applicable City and safety standards related to circulation of vehicles, pedestrians, and bicycles. This is a less than significant impact.	No mitigation warranted.	Less than Significant
Impact Util-1: Increased Water Demand and Wastewater Generation. The proposed Project represents redevelopment of an existing commercial site and the proposed wastewater generation and water use would not be unexpected for the property. As a standard condition of any project, the proposed Project will pay appropriate development impact and utility connection fees toward ongoing improvement and maintenance of the water and wastewater systems and comply with all applicable regulations. While the proposed Project would lead to an increase in demand for water and generation of wastewater, it would utilize existing water entitlements and resources and would not cause an exceedance of wastewater treatment requirements or result in the need for new facilities. Therefore, the impacts related to water and wastewater are less than significant.	No mitigation warranted.	Less than Significant
Impact Util-2: Increased Solid Waste Generation. Construction and operation of the proposed Project would be expected to be in full compliance with all federal, state and local statutes and regulations. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and would not conflict with applicable solid waste management and reduction statutes. The Project would have a less than significant impact in relation to solid waste.	No mitigation warranted.	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Impact Util-3: Increased Energy Consumption. The Project would have an incremental increase in the demand for gas and electrical power. However, the Project is required to meet current energy efficiency standards and its energy use would be typical of similar modern uses. The Project would not violate applicable federal, state and local statutes and regulations relating to energy standards or result in wasteful, inefficient, or unnecessary consumption of energy resources and would therefore have a less than significant impact relating to energy consumption.	No mitigation warranted.	Less than Significant

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PROJECT DESCRIPTION

INTRODUCTION

Stratus Development Partners is proposing a four-story 155-room Cambria Hotel on a site in Pleasant Hill that currently includes a vacant commercial building and a Black Angus restaurant. This chapter describes the Project location, site conditions and existing uses, and specific elements of the proposed Project, Project objectives, and required approvals. All figures noted herein have been placed at the end of this chapter.

The Proposed General Plan Amendment and Planned Unit Development (PUD) Concept Plan are included in full in **Appendix B**.

PROJECT SITE

LOCATION

The approximately 2.5-acre Project site is located at 3195 and 3131 North Main Street and 1531 Oak Park Boulevard, at the southwest corner of the intersection of North Main Street and Oak Park Boulevard in the City of Pleasant Hill, in Contra Costa County. North Main Street acts as a frontage road in this area and the Project site has high visibility from the I-680 Interstate freeway. The Project site includes parcels identified by the Assessor's Parcel Numbers (APNs) 170-092-050, -054, -055, -057, -058, and -05. **Figure 3.1** shows the Project location and **Figure 3.2** shows an aerial photo of the Project site and vicinity.

EXISTING AND SURROUNDING LAND USES

The Project site and surrounding topography are relatively flat. The Project site is partially developed with two buildings and a paved parking and circulation area. The 1531 Oak Park Boulevard parcel consists of a vacant 3,080-square-foot commercial/retail building, pavement, and some landscaping. The 3195 North Main Street parcels consist of the 9,709-square-foot Black Angus restaurant building, pavement, and some landscaping. The 0.41-acre 3131 North Main Street parcel is unpaved and undeveloped. See **Figure 3.3** showing existing uses on the site.

The Project site is situated between Contra Costa Boulevard/North Main Street on the east and an existing single family neighborhood on the west. The Pleasant Court cul-de-sac, accessed from Pleasant Valley drive, and the residential single-family homes on it are adjacent to the Project site to the west. In addition, a commercial building is adjacent to the Project site to the west. Oak Park Boulevard bounds the site to the north. A funeral home is the adjacent commercial use on the south of the Project site. East of the site's frontage on North Main Street is the 10-lane I-680 freeway.

The site's westerly and southern property lines are also the boundary between the City of Walnut Creek and the City of Pleasant Hill. In the larger surrounding area, North Main Street continues as a commercial/retail corridor to the south in Walnut Creek, with some multi-family housing. Residential uses stretch out to the north, south and west in the immediate vicinity.

GENERAL PLAN AND ZONING DESIGNATIONS

The Pleasant Hill General Plan designates the Project site and vicinity as Commercial and Retail. The Commercial and Retail classification includes shopping centers, banks, hotels, personal services (such as barber shops and dry cleaners), entertainment and cultural venues, restaurants, auto sales and service, and ancillary offices.

The Project site is zoned as Retail Business (RB), which is intended to provide an area for commercial and retail businesses intended to serve the city and the region as a whole, including shopping centers containing a wide variety of commercial establishments, such as retail stores and businesses selling home furnishings, apparel, durable goods and specialty items, restaurants, commercial recreation, service stations and business, personal and financial services. Hotel uses are permitted in this zone. The building height limit for the RB zone is 35 feet with a maximum of 2.5 stories, and the maximum nonresidential floor area ratio (FAR) is 0.4.

The Project would not meet all development standards specified for the zoning district. A General Plan Amendment and Rezoning are proposed with the Project (Appendix B).

PROJECT DESCRIPTION

The proposed Project would involve the construction of an approximately 96,665 -square-foot, 3 and 4-story, 155-room hotel with a meeting room, pool, lounge, and fitness center on an approximately 2.5-acre site at North Main Street. A total of 133 surface parking spaces would be provided for vehicles; bicycle parking spaces would also be provided. The site plan is included as **Figure 3.4**.

As part of the Project, the existing vacant 3,080-square-foot commercial/retail building (at 1531 Oak Park Boulevard) and the 9,709-square-foot Black Angus restaurant building (at 3195 North Main Street) are proposed to be demolished, together with the existing parking area. The demolition plan is included as **Figure 3.5** and includes the removal of approximately 16 on-site trees and 5 street median trees (number to be finalized through the tree removal permit process). The existing large oak tree at the southwest portion of the site would be retained.

The first floor of the proposed hotel would be at grade level and would include the main entrance and lobby, a porte-cochère at the main entrance, elevator and stairwell access to the guest rooms, a small bar, guest laundry, meeting facilities, fitness room, and space for hotel operations and mechanical equipment. The total ground-level floor area would be approximately 25,376 square feet. Floors 2 and 3 would have near repetitive floor plans, providing 52 guest rooms per 24,730 and 24,831 -square-foot floor respectively, with elevator access to the lobby and stairwell access to the ground level. The fourth floor would provide 51 guest rooms within its 21,728-square-foot area. The Project would have a total floor area of 96,665 square feet and the Project FAR would be 0.89. The building height would reach approximately 49 feet, including up to approximately 59 feet for vertical architectural features.

The proposed hotel building would be designed to use a mixed palette of materials to break up the density including natural stone, wood, and stucco. The exterior colors would consist primarily of natural stone, grey, and white wood and integral stucco colors. The rear perimeter of the site would be

surrounded by a proposed concrete masonry wall which would connect with the existing concrete masonry wall, providing separation between the site and the adjacent residential properties.

Native landscaping would be planted across the site and would be similar to the surrounding landscaped areas. Stormwater retention and treatment on-site is proposed to be achieved through bioretention basins, flow-thru planters, site landscaping, and use of permeable pavers along the North Main Street frontage.

Lighting would also be distributed across the site, including 20-foot pole-mounted pendant lights (11 poles total) in the parking lot, wall-mounted lights (28 total) along the building, and surface lights (4 total) at the porte-cochère.

Vehicular access for the site would be provided through one right-in/left-in driveway and one right-in/right-out driveway on North Main Street and one full access driveway on Oak Park Boulevard. Pedestrian access for the site would be provided along the North Main Street and Oak Park Boulevard frontages. The Project would include modifications within North Main Street to create a break in the median and left turn lane into the northerly entrance on North Main Street and to extend the median/landscaping toward Oak Park Boulevard to prevent left turns out of both North Main Street Project driveways.

The Project would also include associated site improvements such as hardscape, storm drain, and utility connections. On-site utilities would include gas, electricity, domestic water, wastewater, and storm drainage. All on-site utilities would be designed in accordance with applicable codes and current engineering practices.

In conjunction with the hotel project, the City is also proposing to amend the General Plan to establish a new land use overlay designation for visitor-serving uses with accompanying goals, policies, programs and updated standards, including allowing a floor area ratio of up to 1.00 for specified uses within the proposed overlay. See Appendix B for full details of the proposed General Plan Amendment. The overlay designation is currently proposed to apply only to the project site but would become available for the City to apply to other sites with appropriate for only the hotel project site.

CONSTRUCTION SCHEDULE

Project construction is expected to span approximately 12 months, with demolition activities occurring over a 1-month period; site preparation, grading, and foundation work activities occurring over a 1-month period; and building construction, paving, and landscaping occurring over the remaining 10 months. According to the proposed grading plan, soils would be generally balanced on site, with approximately 100 cubic yards to be exported.

PROJECT OBJECTIVES

The following objectives were determined by the City of Pleasant Hill.

1. To develop an underutilized site and to improve the appearance of a key gateway site of the city of Pleasant Hill.

2. To facilitate infill development that can take advantage of a commercial site with visibility from the freeway; easy access to and from the freeway, location on a main arterial roadway, and close proximity to existing retail, office, and residential uses.

3. To enhance the boundary wall and provide enhanced landscaping to buffer between the project and nearby residences.

4. To encourage visitors to the city of Pleasant Hill by promoting visitor-serving uses.

5. To help generate revenue for the benefit of the city.

REQUIRED APPROVALS

Land use and governmental approvals needed for the Project include a General Plan Amendment, Planned Unit Development/Rezoning approval, Development Plan Permit, Architectural Review Permit, Sign Permit, Tree Removal Permit, and potentially a Conditional Use Permit.

Following the above discretionary approvals, administrative permits will be required. Encroachment permits will be required for proposed improvements within the public right-of-way. A demolition permit is required and a grading permit is required in conjunction with proposed site grading, including approval of the Stormwater Pollution Prevention Plan. Building permits and fire permits will also be required.

Approvals from the following bodies are anticipated to be required:

- City of Pleasant Hill
- San Francisco Bay Regional Water Quality Control Board

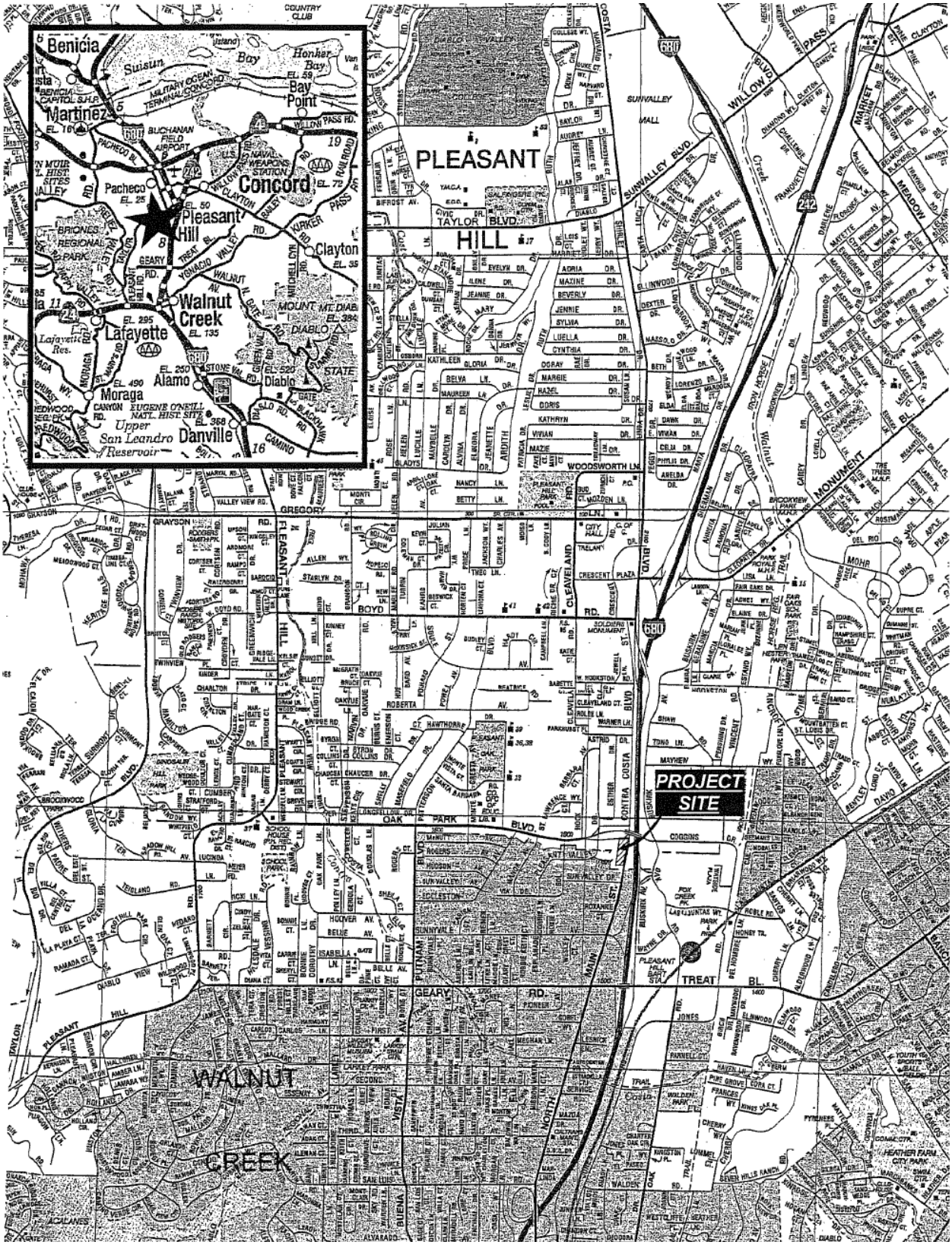

Figure 3.1: Site Location and Vicinity

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Figure 3.2: Aerial Photograph
Source: Lamphier-Gregory modified from Google Maps (oriented with north to the top of the page)

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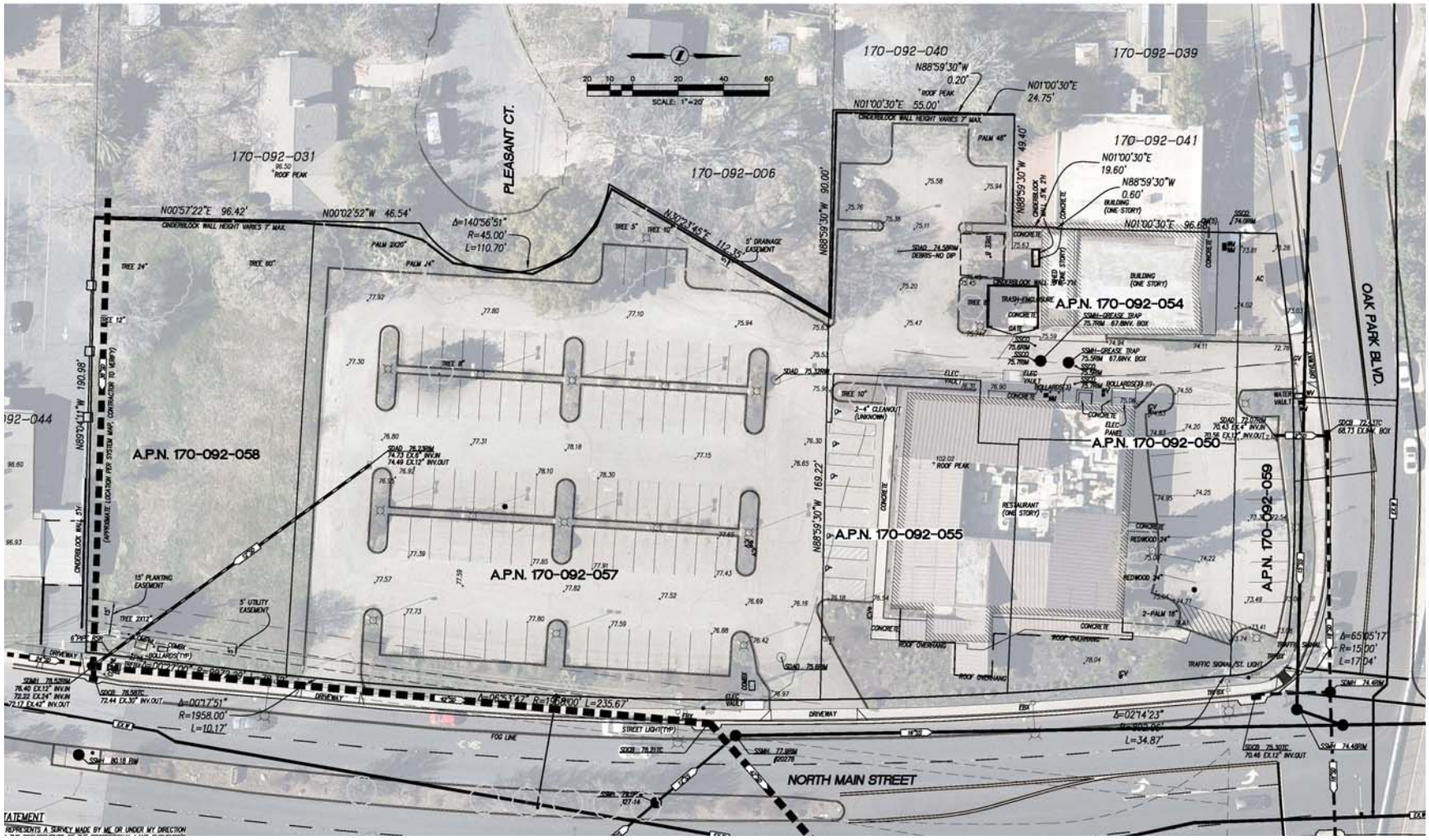

Figure 3.3: Existing Site Plan
Source: Milani & Associates, dated Nov 2018

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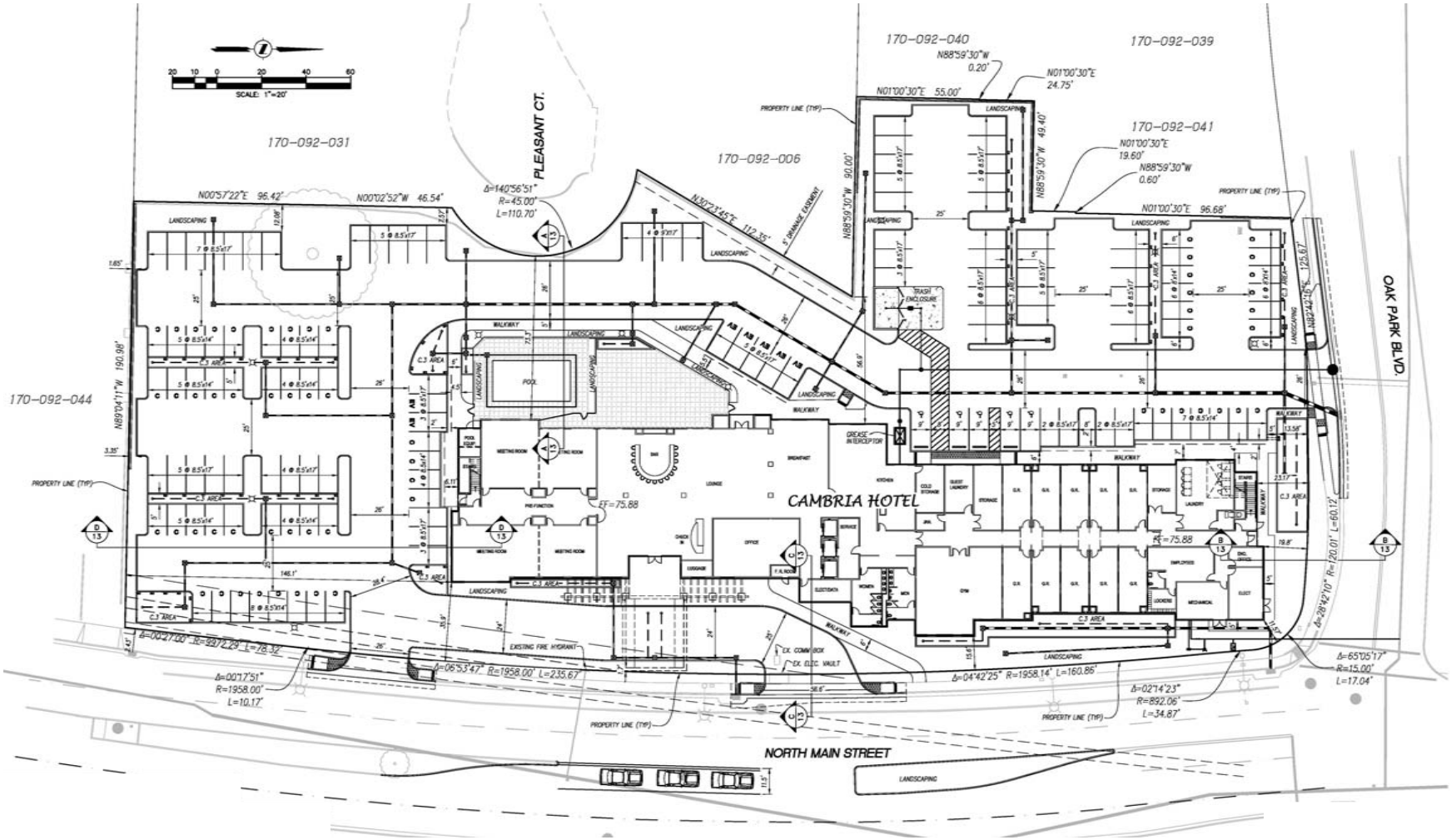

Figure 3.4: Proposed Site Plan
Source: Milani & Associates, dated Nov 2018

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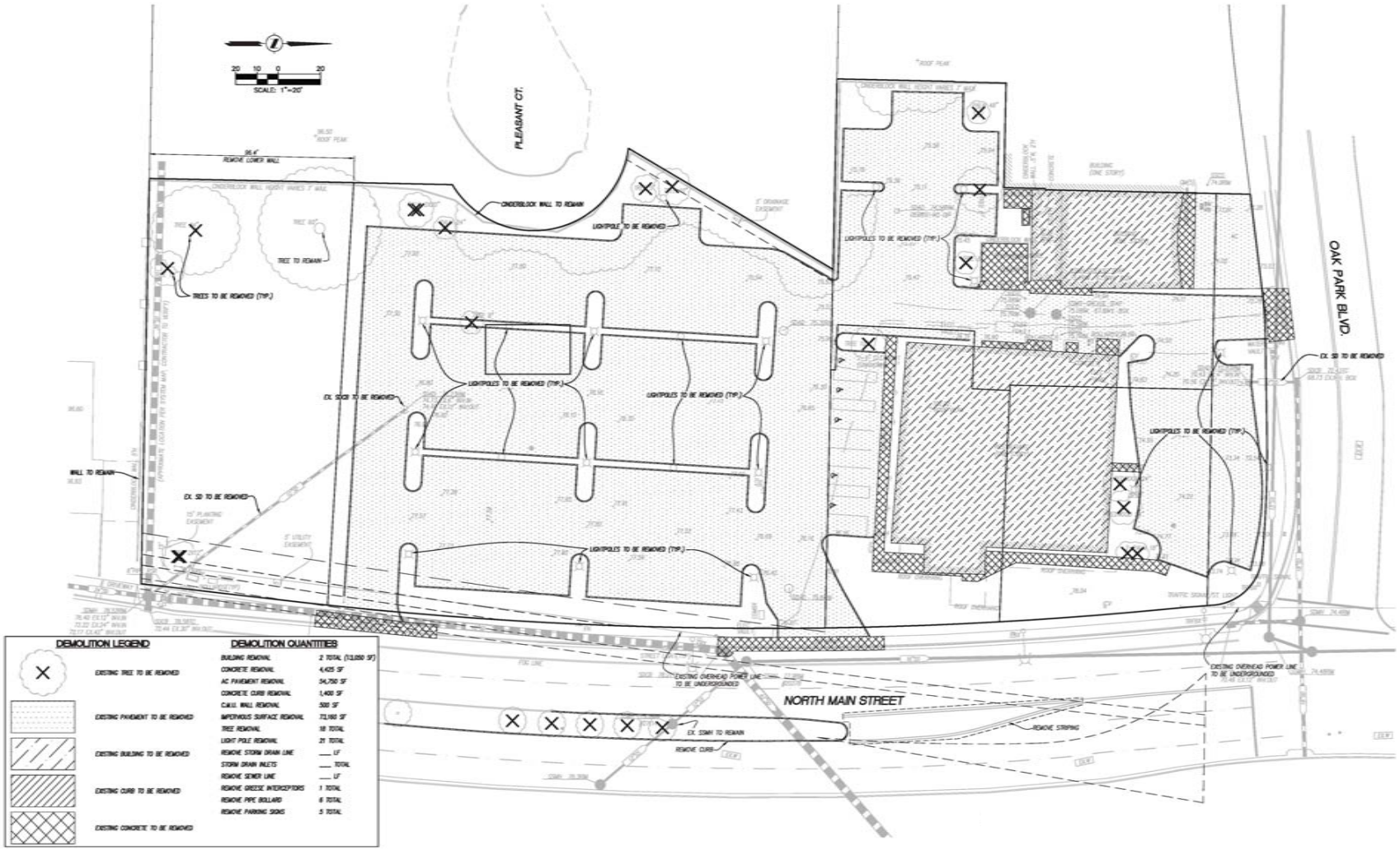

Figure 3.5: Demolition Plan
Source: Milani & Associates, dated Nov 2018

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WEST ELEVATION

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

EAST ELEVATION SHOWING COLORS AND MATERIALS AND LANDSCAPING

Figure 3.6: Building Elevations
Source: Hannouche Architects, dated 11/28/2018

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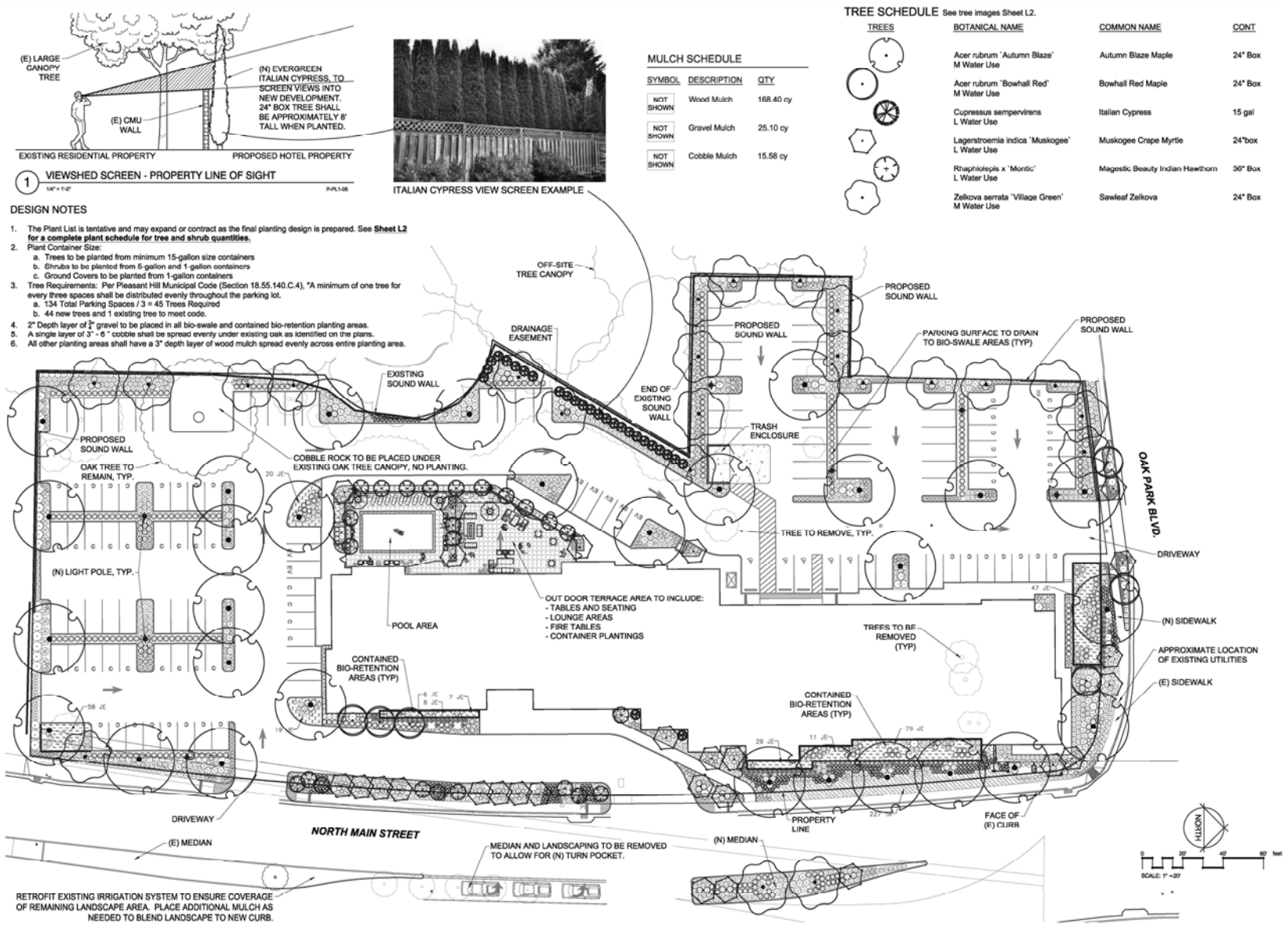

Figure 3.7: Landscaping Plan
Source: GHD Inc., dated 11/27/2018

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4

AESTHETICS

INTRODUCTION

New development can substantially change the visual qualities and characteristics of an urban area. It may also have long term lasting effects on the evolution of the urban area, thereby stimulating growth and increasing its attractiveness for new or expanding businesses, residential development or other desired or planned land uses. On the other hand, new development can change the character of an area by disrupting the visual and aesthetic features that establish the identity and value of an urban area for its existing residents, merchants or other users. Loss of such identity and value may discourage new investment, continued residency or business activity or other activities that attract visitors to the area. A single new development can add to a district's appeal and complement adopted goals for development and change or entirely overwhelm a district's scale and visual landmarks. Over time, a new development may become a valued component of the district and its identity, or generate dissatisfaction by residents, visitors, employers and employees.

The visual value of any given feature is highly subject to personal sensibilities and variations in subjective reaction to the features of an urban area. A negative visual impression on one person may be viewed as positive or beneficial by another. Objective or commonly agreed upon standards are difficult to establish, but an extensive body of literature is devoted to the subject of urban design and visual aesthetics.

KNOWN CONCERNS

Commenters on the NOP noted concern over what the project would look like, both from the roadway frontage and neighboring properties, especially given the increase in height proposed, and the potential for lighting impacts and the blocking of views. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

ENVIRONMENTAL SETTING

The Project site is located on North Main Street at Oak Park Boulevard in Pleasant Hill, bordering Walnut Creek. Site topography is relatively flat with no unique geological or topographical features. The site is made up of existing commercial parcels including an active restaurant, a vacant commercial building, and a vacant lot. The Project site is immediately adjacent to City of Walnut Creek residential development to the west and is highly visible to motorists along North Main Street and Interstate 680 to the east.

The applicant has prepared photo simulations showing the before and after project conditions from viewpoints in the area, included as **Figures 4.1** through **4.5c**. In each set, figure "a" shows the existing condition, figure "b" shows a photo simulation of the project when the trees have leaves, and figure "c" shows a photo simulation of the project in the winter, when the trees do not have leaves.

Figure 4.1: Viewpoint Locations

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Figure 4.2a: Existing View from Camera 1

Figure 4.2b: Views of the Proposed Project from Camera 1

Figure 4.2c: Views of the Proposed Project from Camera 1 (winter)

Figure 4.3a: Existing View from Camera 2

Figure 4.3b: Views of the Proposed Project from Camera 2

Figure 4.3c: Views of the Proposed Project from Camera 2 (winter)

Figure 4.4a: Existing View from Camera 3

Figure 4.4b: Views of the Proposed Project from Camera 3

Figure 4.4c: Views of the Proposed Project from Camera 3 (winter)

Figure 4.5a: Existing View from Camera 4

Figure 4.5b: Views of the Proposed Project from Camera 4

Figure 4.5c: Views of the Proposed Project from Camera 4 (winter)

REGULATORY SETTING

STATE

Caltrans Scenic Highway Program

California's Scenic Highway Program is administered by the California Department of Transportation (Caltrans). The Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

LOCAL

City of Pleasant Hill General Plan and Municipal Code

The Project would be subject to city-wide design guidelines, including the Citywide Design Guidelines 2017: Non-Residential Guidelines, and development standards in the Municipal Code for the Retail Business (RB) zone (Section 18.25.030). Additionally, Section 18.55.140B of the Municipal Code sets standards for parking lots, including for light sources, which are not to exceed 24 feet in height. The maximum allowable illumination at ground level is 10 footcandles, with maximum illumination adjacent to a residential property or R district shall not exceed 0.2 footcandles. Parking lot lighting is to be designed such that exterior light fixtures shall be full cutoff fixtures designed and installed so that no emitted light will break a horizontal plane passing through the lowest point of the fixture.

The City's Architectural Review Commission will review the Project to ensure substantial conformance with all applicable design standards and guidelines.

IMPACTS AND MITIGATION MEASURES

Standards of Significance

Appendix G of the CEQA Guidelines contains a list of aesthetic effects that may be considered significant. Implementation of the Project would have a significant effect on the environment if, except as provided in Public Resources Code Section 21099, it were to meet the following significance criteria.

1. Would the project have a substantial adverse effect on a scenic vista?

2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

3. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

4. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

SCENIC VISTAS

The Project site is not located within or adjacent to a scenic vista or a designated location from which a scenic vista would be viewed. Pleasant Hill identifies certain recreation elements as having vista points in its General Plan (Table CD3). The closest of these is the Contra Costa Canal Trail, which is over 3,000 feet from the Project site at its nearest point. Two trails—an East Bay Municipal Utility District trail and the Iron Horse Regional Trail, are located within approximately 2,000 feet from the Project site and are not included in the General Plan table. Due to the distance from these recreation features, even if visible from some locations along these features, the Project site would not be prominent in views from them and in any case is not located within or adjacent to a scenic vista or otherwise have the potential to affect views of scenic vistas from these recreation features.

As proposed, the Project would be visible from some nearby residences or commercial uses, but these views are largely over the highway or Oak Park Boulevard overpass. These views from nearby uses are not listed as scenic vistas and would not otherwise qualify as scenic vistas or otherwise protected views.

Therefore, there would be ***no impact*** related to scenic vistas.

SCENIC HIGHWAYS

Impact Vis-1: **Scenic Corridor.** Oak Park Boulevard is designated as a scenic corridor in the City of Pleasant Hill General Plan. However, the General Plan designation is not an official scenic highway designation and would not apply to the segment of the roadway adjacent to the Project site. Further, through conformance with the applicable City design standards and guidelines, any potential impact would be ***less than significant***.

The Project site is in view of Interstate 680, which is not an eligible or designated State Scenic Highway along the Project site (north of State Route 24).[1] While not holding the same constraints as State Scenic Highways, the City of Pleasant Hill General Plan has designated Oak Park Boulevard as a scenic corridor that merits additional landscaping and other improvements to enhance visual quality. However, this disconnected segment of Oak Park Boulevard between North Main Street and Coggins Drive has a distinctly different character than the remainder of Oak Park Boulevard and it does not seem such a designation is intended to apply to this segment. Even if the local scenic corridor designation is intended to apply to this disconnected segment of Oak Park Boulevard, impacts on a local scenic corridor would not necessarily constitute a significant impact under this criterion. Furthermore, through conformance with the applicable City design standards and guidelines, any impact related to scenic highways would be ***less than significant***.

VISUAL CHARACTER

Impact Vis-2: **Changed Visual Character.** The proposed Project would remove two existing commercial buildings and construct a new hotel on the site along with other site and landscaping improvements. While adjacent to residential uses, and larger/taller than existing development, the proposed development would be consistent with continued use of the North Main Street frontage for buffering commercial

[1] California Department of Transportation, State Scenic Highway Mapping System. Website available at: http://www.dot.ca.gov/design/lap/livability/scenic-highways/.

development and allowable within City design guidelines. This impact would be ***less than significant***.

The proposed Project would involve the demolition of two existing commercial buildings and construction of a three and four-story hotel on the site to include surface parking and landscaping. The Project site has historically housed commercial uses since the area's development from agriculture in the late 1940s. Commercial uses stretch from this commercial corner to the south and west, with I-680 and the raised Coggins Drive overpass forming the north and east boundaries. Single-family residential uses border the west side of these commercial uses, generally with screening walls or fences at the boundary. While the proposed three and four-story hotel would be a deviation from the scale of commercial development in the immediate vicinity (single-story buildings), there are several multi-story buildings in the area (south of the site on North Main Street) and the proposed structure would mostly meet daylight plane requirements except at a corner of one residential lot (see **Figure 4.6**)[2] and would not generally shade neighboring homes (see **Figures 4.7** and **4.8).** Overall, development of the hotel would not result in development incongruous to the existing and proposed development in the area. This impact would be ***less than significant***.

LIGHT AND GLARE

Impact Visual-3: **Increased Light and Glare.** The Project would add additional sources of light to a commercial site that have the potential to increase light levels at adjacent residential uses. However, illumination levels on nearby residential properties would be below allowable levels for residential uses and would be considered ***less than significant***.

Sources of light and glare in the Project vicinity include interior and exterior building lights and light from parking lots. Light and glare associated with vehicular traffic along major thoroughfares in the area also create sources of glare. The existing level and sources of light and glare are typical of those in a developed urban setting.

Exterior lighting is proposed to consist of two 20-foot twin-fixture metal pole lights, three 20-foot single-fixture metal pole lights, and five 12-foot single-fixture metal pole lights. The height of pole lights would be compatible with the City Municipal Code. Lights along the building and the porte-cochère would be appropriately directed and shielded.

Residential uses are generally sensitive to light and glare impacts, particularly from nearby non-residential sources. Section 18.55.140B of Pleasant Hill's Zoning Ordinance regulates parking lot lighting, including setting the maximum allowable illumination level of 10 footcandles for nonresidential sites, with the maximum allowable level of 0.2 footcandles at any residential boundaries.

Newer lighting is generally better at shielding to reduce light spillover and glare than older lighting while providing adequate lighting for safety purposes, so the replacement of existing lighting with new lighting would be generally considered a beneficial upgrade. According to **Figure 4.9**, the Photometric Site Plan, proposed illumination levels at the site are all below the maximum allowable level of 10 and increases at the adjacent residential property boundaries (and at the funeral home to the south) would be negligible (+0.0). These proposed lighting levels are within lighting standards and would not result in a significant impact related to light and glare.

[2] Pleasant Hill Municipal Code section 18.25.040.5.

CUMULATIVE AESTHETIC IMPACTS

The Project is consistent with the historically commercial nature of the North Main Street area and this specific site. The development of a substantial number of other vacant lots in the vicinity is not anticipated in the near future and therefore cumulative aesthetics impacts are not anticipated. The cumulative aesthetic impacts would be less than significant.

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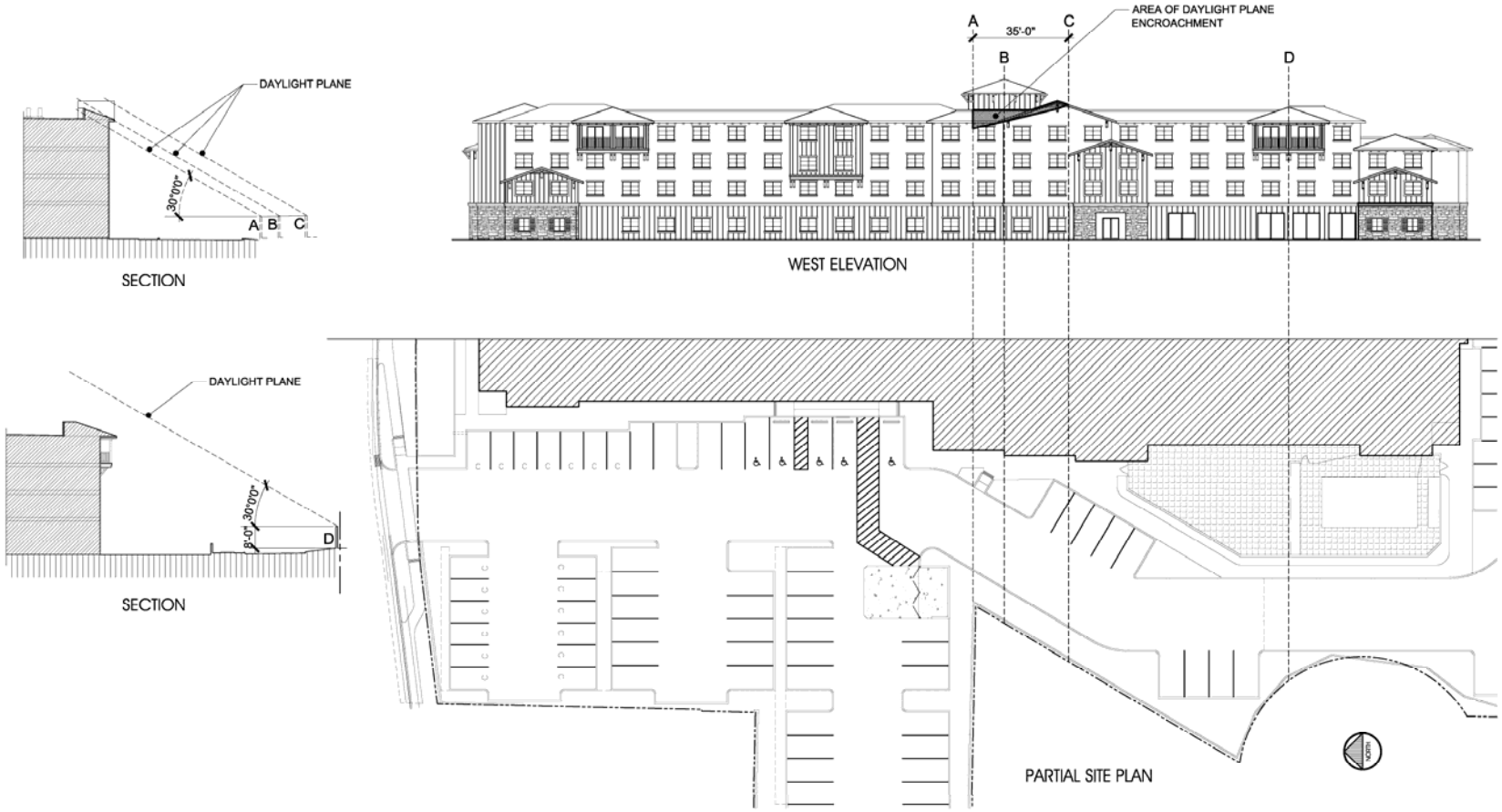
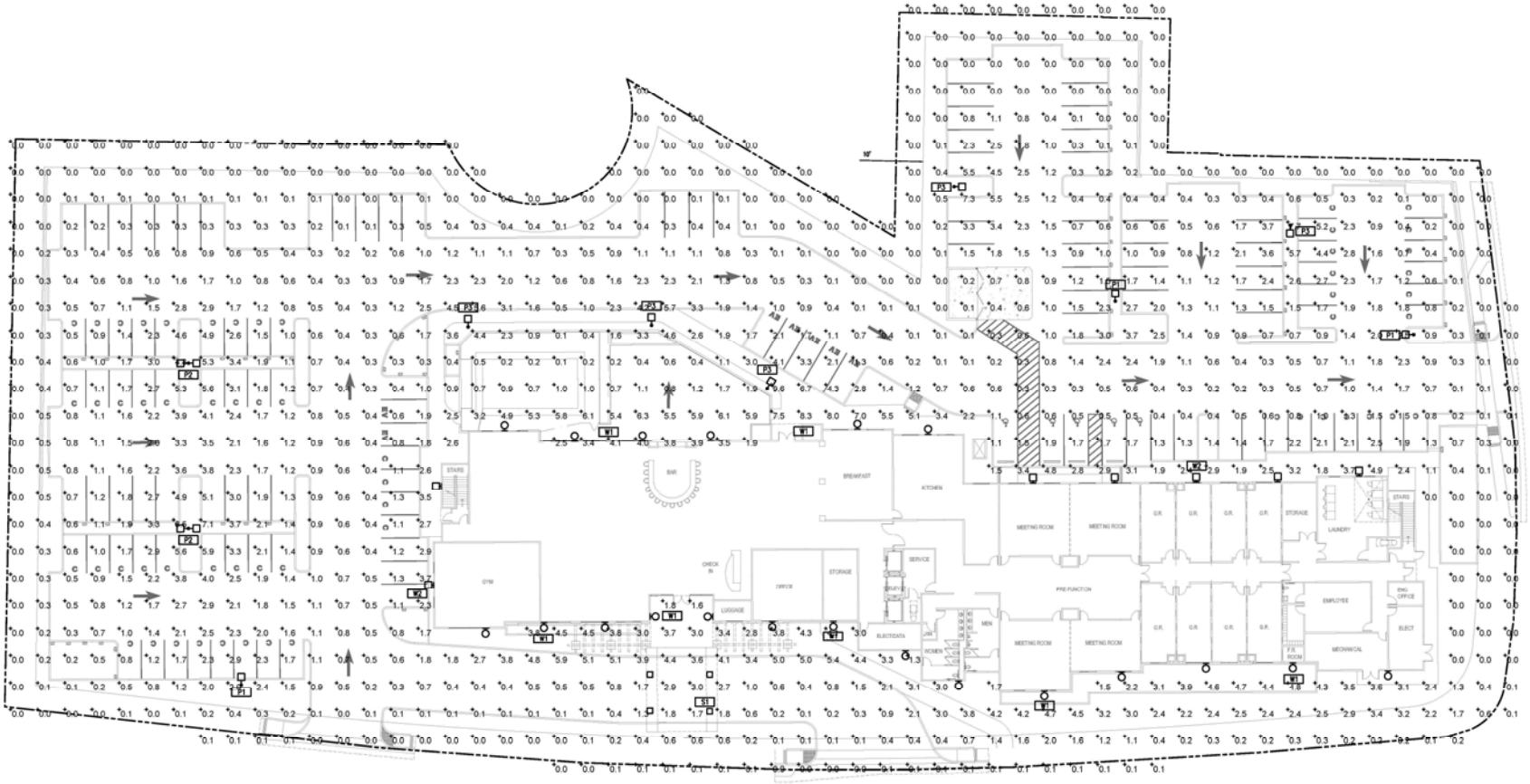


Figure 4.6: Daylight Plan
Source: Hannouche Architects, dated 11/28/18

Figure 4.7: Shadow Study, Summer Solstice
Source: Hannouche Architects, dated 11/28/18

Figure 4.8: Shadow Study, Winter Solstice
Source: Hannouche Architects, dated 11/28/18



Symbol	Label	Manufacturer	Catalog Number	Description	Lamp	Lumens per Lamp	Wattage	Mounting
	W1	Sternberg Lighting	1521LED-2ARC4ST2-MDL03-FG	Omega Series Small size downlight, Flat Glass, Type 2	28 LEDs	3160	34.1	Wall mount, +12'-0" A.F.F
	S1	CREE	CR4-575L-40K-12	CR4X - Record 1017LU	Energy Star Fixture Job 2539163	591.3151	8.46	Surface
	P1	PHILIPS LUMEC	DMS50-70W64LED4K-R-LE4F	DMS50 WITH FLAT LENS, TYPE 4 OPTIC	LEDgine 64 NW, LUXEON R	7275.172	71	Pole, +20'-0" A.F.F
	P2	PHILIPS LUMEC	DMS50-70W64LED4K-R-LE4F	(2)DMS50 WITH FLAT LENS, TYPE 4 OPTIC	(2)LEDgine 64 NW, LUXEON R	7275.172	142	Pole, +20'-0" A.F.F
	P3	PHILIPS LUMEC	DMS50-70W64LED4K-R-LE4F-HS	DMS50 WITH FLAT LENS, TYPE 4 OPTIC AND SHEILDS	LEDgine 64 NW, LUXEON R	7275.172	71	Pole, +12'-0" A.F.F
	W2	Lithonia Lighting	WSR LED 2 10A700/40K SR3 MVOLT	WSR LED WITH 2 MODULES, 20 LED?s, 700mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 3 LENS	Outdoor Wall Pack Luminaire to IES LM-79-08 . LUMINAIRE OUTPUT: 4047 Lms.	4067	47	Wall mount, +12'-0" A.F.F

Figure 4.9: Photometric Site Plan
Source: Milani & Associates, dated November 2018
Numbers represent projected illumination levels from proposed lighting in footcandles.

5

AGRICULTURAL, FOREST, AND MINERAL RESOURCES

INTRODUCTION

This chapter of the Draft EIR contains discussion regarding the CEQA topic areas of Agricultural, Forest, and Mineral Resources. Only limited analysis and discussion for these topic areas is required to make significance determinations due to the nature and specifics of the Project site.

KNOWN CONCERNS

There are no known concerns related to these topics.

SETTING

The portion of the Project site that is currently vacant was previously developed with commercial uses. The remainder of the Project site is currently developed with commercial uses.

The California Department of Conservation is charged with conserving earth resources (Public Resources Code Sections 600-690) and has five program divisions that address mineral resource issues: Division of Mines and Geology; Division of Oil, Gas and Geothermal Resources; Division of Land Resource Protection; Division of Recycling; and Office of Mine Reclamation. Additionally, the State Mining and Geology Board develops policy direction regarding the development and conservation of mineral resources and reclamation of mined lands.

Mineral resources can include metals, industrial minerals (e.g., aggregate, sand and gravel), oil and gas, and geothermal resources that would be of value to the region and residents of the state. Loss of mineral resources would primarily be the result of conversion of lands underlain by these resources to other uses, or within close proximity to the resources, such that the construction and occupancy of the Project would restrict or eliminate sage and environmentally sound measures to implement extractive operations. Loss of access could also be the result of changes in land ownership.

Important mineral resource areas are recognized at the federal and state levels through environmental resource management plans and adopted mineral resource mapping, and at the local level through land use planning documents such as general plans that incorporate such information.

AGRICULTURAL AND FOREST RESOURCES

Under the CEQA Guidelines Appendix G, development of the proposed Project would have a significant environmental impact if it were to result in:

1. Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
2. A conflict with existing zoning for agricultural use, or a Williamson Act contract; or
3. A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
4. The loss of forest land or conversion of forest land to non-forest land.
5. 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 portion of the Project site is designated agricultural land, forest land or timberland, nor is it currently forested or used for agricultural purposes. No land on the Project site is under a Williamson Act contract. There would be ***no impact*** on agricultural and forest resources.

MINERAL RESOURCES

Under the CEQA Guidelines Appendix G, development of the proposed Project would have a significant environmental impact if it were to result in:

1. Loss of availability of a known mineral resource that would be of future value to the region and the residents of the state; or
2. Loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

The Contra Costa County General Plan identifies mineral resources throughout the county including crushed rock in the Concord area, shale in the Port Costa area, and sand and sandstone deposits primarily in the Byron area. No mineral resources of value to the region and the residents of the state have been identified at or in near the Project site.[1] Therefore, the proposed Project would have ***no impact*** on mineral resources.

[1] Contra Costa County, *Contra Costa County General Plan 2005 – 2020*, January 2005, p. 8.33 and Figure 8-4: Mineral Resources Areas on p. 8-34.

6

AIR QUALITY

INTRODUCTION

This section utilizes information from the following reports prepared for this Project or analysis:

Cambria Hotel Air Quality and Community Health Risk Assessment dated October 17, 2018, prepared for this analysis by Illingworth & Rodkin, Inc. (included in Appendix C).

KNOWN CONCERNS

There are no known concerns related to this topic.

SETTING

METEOROLOGY

Pleasant Hill is in the Diablo Valley subregion of the air basin, with the following description of wind in the region:

The mountains on the west side of these valleys block much of the marine air from reaching the valleys. During the daytime, there are two predominant flow patterns: an upvalley flow from the north and a westerly flow (wind from the west) across the lower elevations of the Coast Range. On clear nights, surface inversions separate the flow of air into two layers: the surface flow and the upper layer flow. When this happens, there are often drainage surface winds which flow downvalley toward Carquinez Straight.

Wind speeds in these valleys generally are low. Monitoring stations in Concord and Danville report annual average wind speeds of 5 mph.

CRITERIA AIR POLLUTANTS

Ambient air quality standards have been established by state and federal environmental agencies for specific air pollutants most pervasive in urban environments. These pollutants are referred to as criteria air pollutants because the standards established for them were developed to meet specific health and welfare criteria set forth in the enabling legislation. The criteria air pollutants emitted by development, traffic and other activities anticipated under the proposed development include ozone (O_3), ozone precursors oxides of nitrogen and reactive organic gases (NO_x and ROG), carbon monoxide (CO), nitrogen dioxide (NO_2), and suspended particulate matter (PM_{10} and $PM_{2.5}$). Other criteria pollutants, such as lead (Pb) and sulfur dioxide (SO_2), would not be substantially emitted by the proposed development or traffic, and air quality standards for them are being met throughout the Bay Area.

Ozone (O_3)

While O_3 serves a beneficial purpose in the upper atmosphere (stratosphere) by reducing ultraviolet radiation potentially harmful to humans, when it reaches elevated concentrations in the lower atmosphere it can be harmful to the human respiratory system and to sensitive species of plants. O_3 concentrations build to peak levels during periods of light winds, bright sunshine, and high temperatures. Short-term O_3 exposure can reduce lung function in children, make persons susceptible to respiratory infection, and produce symptoms that cause people to seek medical treatment for respiratory distress. Long-term exposure can impair lung defense mechanisms and lead to emphysema and chronic bronchitis. Sensitivity to O_3 varies among individuals, but about 20 percent of the population is sensitive to O_3, with exercising children being particularly vulnerable. O_3 is formed in the atmosphere by a complex series of photochemical reactions that involve "ozone precursors" that are two families of pollutants: oxides of nitrogen (NOx) and reactive organic gases (ROG). NOx and ROG are emitted from a variety of stationary and mobile sources. While NO_2, an oxide of nitrogen, is another criteria pollutant itself, ROGs are not in that category, but are included in this discussion as O_3 precursors.

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Carbon Monoxide (CO)

Exposure to high concentrations of CO reduces the oxygen-carrying capacity of the blood and can cause dizziness and fatigue, impair central nervous system function, and induce angina in persons with serious heart disease. Primary sources of CO in ambient air are passenger cars, light-duty trucks, and residential wood burning. Emission controls placed on automobiles and the reformulation of vehicle fuels have resulted in a sharp decline in CO levels, especially since 1991.

Nitrogen Dioxide (NO_2)

The major health effect from exposure to high levels of NO_2 is the risk of acute and chronic respiratory disease. NO_2 is a combustion by-product, but it can also form in the atmosphere by chemical reaction. NO_2 is a reddish-brown colored gas often observed during the same conditions that produce high levels of O_3 and can affect regional visibility. NO_2 is one compound in a group of compounds consisting of oxides of nitrogen (NOx). As described above, NOx is an O_3 precursor compound.

Particulate Matter (PM)

Respirable particulate matter, PM_{10}, and fine particulate matter, $PM_{2.5}$, consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled and cause adverse health effects. PM_{10} and $PM_{2.5}$ are a health concern, particularly at levels above the Federal and State ambient air quality standards. $PM_{2.5}$ (including diesel exhaust particles) is thought to have greater effects on health because minute particles are able to penetrate to the deepest parts of the lungs. Scientific studies have suggested links between fine particulate matter and numerous health problems including asthma, bronchitis, acute and chronic respiratory symptoms such as shortness of breath and painful breathing. Children are more susceptible to the health risks of $PM_{2.5}$ because their immune and respiratory systems are still developing. Very small particles of certain substances (e.g., sulfates and nitrates) can also directly

cause lung damage or can contain absorbed gases (e.g., chlorides or ammonium) that may be injurious to health.

Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as mining and demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. In addition to health effects, particulates also can damage materials and reduce visibility. Dust comprised of large particles (diameter greater than 10 microns) settles out rapidly and is more easily filtered by human breathing passages. This type of dust is considered more of a soiling nuisance rather than a health hazard.

In 1983, CARB replaced the standard for "suspended particulate matter" with a standard for suspended PM_{10} or "respirable particulate matter." This standard was set at 50 µg/m3 for a 24-hour average and 30 µg/m3 for an annual average. CARB revised the annual PM_{10} standard in 2002, pursuant to the Children's Environmental Health Protection Act. The revised PM_{10} standard is 20 µg/m3 for an annual average. $PM_{2.5}$ standards were first promulgated by the EPA in 1997, and were recently revised to lower the 24-hour $PM_{2.5}$ standard to 35 µg/m3 for 24-hour exposures and revoked the annual PM_{10} standard due to lack of scientific evidence correlating long-term exposures of ambient PM_{10} with health effects. CARB has adopted an annual average $PM_{2.5}$ standard, which is set at 12 µg/m3, which is more stringent than the Federal standard of 15 µg/m3.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

TOXIC AIR CONTAMINANTS

Besides the "criteria" air pollutants, there is another group of substances found in ambient air referred to as Hazardous Air Pollutants (HAPs) under the Federal Clean Air Act and Toxic Air Contaminants (TACs) under the California Clean Air Act. These contaminants tend to be localized and are found in relatively low concentrations in ambient air. However, they can result in adverse chronic health effects if exposure to low concentrations occurs for long periods. Potential health effects of TACs include cancer; chronic eye, lung, or skin irritation; and neurological and reproductive disorders. TACs are regulated at the local, state, and federal level.

TACs are a broad class of compounds known to cause morbidity or mortality (cancer risk), and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air, and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by ARB, and are listed as carcinogens either under State Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB reports that recent air pollution studies have shown an association that diesel exhaust and other cancer-causing toxic air contaminants emitted from vehicles are responsible for much of the overall cancer risk from TACs in California. Particulate matter emitted from diesel-fueled engines (diesel particulate matter [DPM]) was found to comprise much of that risk. In August, 1998, CARB formally identified DPM as a TAC. Diesel particulate matter is of particular concern, since it can be distributed over large regions, thus leading to widespread public exposure. The particles emitted by diesel engines are coated with chemicals, many of which have been identified by EPA as hazardous air pollutants, and by CARB as TACs. Diesel engines emit particulate matter at a rate about 20 times greater than comparable gasoline engines. The vast majority of diesel exhaust particles (over 90 percent) consist of $PM_{2.5}$, which are the particles that can be inhaled deep into the lung. Like other particles of this size, a portion will eventually become trapped within the lung, possibly leading to adverse health effects. While the gaseous portion of diesel exhaust also contains TACs, CARB's 1998 action was specific to DPM, which accounts for much of the cancer-causing potential from diesel exhaust. California has adopted a comprehensive diesel risk reduction program to reduce DPM emissions 85 percent by 2020. The U.S. EPA and CARB adopted low sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially.

In cooler weather, smoke from residential wood combustion can be a source of TACs. Localized high TAC concentrations can result when cold stagnant air traps smoke near the ground and, with no wind, the pollution can persist for many hours, especially in sheltered valleys during winter. Wood smoke also contains a significant amount of PM_{10} and $PM_{2.5}$. Wood smoke is an irritant, and is implicated in worsening asthma and other chronic lung problems.

ODORS

Objectionable odors may be associated with a variety of pollutants. Common sources of odors include wastewater treatment plants, landfills, composting facilities, refineries and chemical plants. Odors rarely have direct health impacts, but they can be very unpleasant and can lead concern over possible health effects among the public. Each year the Air District receives thousands of citizen complaints about objectionable odors.[1]

STATE OF CALIFORNIA AND FEDERAL AIR QUALITY STANDARDS

Both the California Air Resource Board and the U.S. Environmental Protection Agency have established ambient air quality standards for common pollutants, including ozone, CO, NO_2, PM_{10} and $PM_{2.5}$. [2] These ambient air quality standards represent safe levels that avoid specific adverse health effects associated with each pollutant. Individuals vary widely in their sensitivity to air pollutants, and standards are set to protect more pollution-sensitive populations (e.g., children and the elderly). National and state standards are reviewed and updated periodically based on new health studies. California ambient standards tend to be at least as protective as national ambient standards, and are often more stringent.

The CARB is required to designate areas of the state as attainment, nonattainment or unclassified for all state standards. An "attainment" designation for an area signifies that the pollutant concentrations did not violate the standard for a pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard, excluding those occasions when a violation was caused

[1] BAAQMD, BAAQMD CEQA Guidelines, December 2009, as amended.

[2] Other pollutants (*e.g.*, lead, sulfur dioxide) also have ambient standards, but they are not discussed in this document because emissions of these pollutants from the Project are expected to be negligible.

by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that data does not support either an attainment or nonattainment status. The California Clean Air Act divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

National and California ambient air quality standards and San Francisco Bay Area attainment status are shown in **Table 6.1**, below. The Bay Area as a whole does not meet state or federal ambient air quality standards for ground level ozone and $PM_{2.5}$ and State standards for PM_{10} and $PM_{2.5}$.

Table 6.1: Health-Based Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Time	State SAAQS[a]		Federal NAAQS[b]	
		Standard	Attainment Status	Standard	Attainment Status
Ozone	1 hour	0.09 ppm	N	NA	NA[c]
	8 hour	0.07 ppm	N[d]	0.070 ppm	N
Carbon Monoxide (CO)	1 hour	20 ppm	A	35 ppm	A
	8 hour	9 ppm	A	9 ppm	A
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	A	0.100 ppm	U
	Annual	0.030 ppm	NA	0.053 ppm	A
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	A	0.075	A
	24 hour	0.04 ppm	A	0.14	A
	Annual	NA	NA	0.03 ppm	A
Particulate Matter (PM_{10})	24 hour	50 µg/m^3	N	150 µg/m^3	U
	Annual	20 µg/m^3	N [f]	NA	NA
Fine Particulate Matter ($PM_{2.5}$)	24 hour	NA	NA	35 µg/m^3	N [g]
	Annual	12 µg/m^3	N [f]	15 µg/m^3	A
Sulfates	24 hour	25 µg/m^3	A	NA	NA
Lead	30 day	1.5 µg/m^3	A	NA	NA
	Cal. Quarter	NA	NA	1.5 µg/m^3	A
Hydrogen Sulfide	1 hour	0.03 ppm	U	NA	NA
Visibility-Reducing Particles	8 hour	See Note h	U	NA	NA

NOTES:

A = Attainment; N = Nonattainment; U = Unclassified; NA = Not Applicable, no applicable standard; ppm = parts per million; µg/m^3 = micrograms per cubic meter.

[a] SAAQs = state ambient air quality standards (California). SAAQS for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All other state standards shown are values not to be equaled or exceeded.

[b] NAAQs = national ambient air quality standards. NAAQS, other than ozone and particulates, and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The 8-hour ozone standard is attained when the three-year average of the fourth highest daily concentration is 0.08 ppm or less. The 24-hour PM_{10} standard is attained when the three-year average of the 99th percentile of monitored concentrations is less than the standard. The 24-hour $PM_{2.5}$ standard is attained when the three-year average of the 98th percentile is less than the standard.

[c] The U.S. EPA revoked the national 1-hour ozone standard on June 15, 2005.

[d] This state 8-hour ozone standard was approved in April 2005 and became effective in May 2006.

[e] State standard = annual geometric mean; national standard = annual arithmetic mean.

[f] In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

[g] U.S EPA lowered the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3 in 2006. EPA designated the Bay Area as nonattainment of the $PM_{2.5}$ standard on October 8, 2009. The effective date of the designation was December 14, 2009 and the Air District had three years to develop a plan, called a State Implementation Plan (SIP), that demonstrates the Bay Area will achieve the revised standard by December 14, 2014. The SIP for the new $PM_{2.5}$ standard must be submitted to the US EPA by December 14, 2012.

[h] Statewide visibility reducing particle standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

SOURCE: BAAQMD, 2017

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Pleasant Hill is located within the nine county San Francisco Bay Area Air Basin and therefore within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). BAAQMD enforces rules and regulations regarding air pollution sources and is the primary agency preparing the regional air quality plans mandated under state and federal law.

CEQA Air Quality Guidelines

The BAAQMD is the regional agency tasked with managing air quality in the region. At the State level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the State level.

The BAAQMD issues a document titled *California Environmental Quality Act Air Quality Guidelines* ("Guidelines"), which provides guidance for consideration by lead agencies, consultants, and other parties evaluating air quality impacts in the San Francisco Bay Area Air Basin conducted pursuant to CEQA. The BAAQMD CEQA Guidelines have been used in this assessment to evaluate air quality impacts of projects.

Clean Air Plan

In April 2017, BAAQMD adopted the 2017 Clean Air Plan (2017). The plan's primary goals are to protect public health and protect the climate. The plan includes a wide range of proposed control measures, which consist of actions to reduce combustion-related activities, decrease fossil fuel combustion, improve energy efficiency, and decrease emissions of potent GHGs. The 2017 Clean Air Plan updates the Bay Area 2010 Clean Air Plan and complies with state air quality planning requirements as codified in the California Health and Safety Code. The Air Basin is designated non-attainment for both the 1- and 8-hour state ozone standards. In addition, emissions of ozone precursors in the SFBAAB contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and to reduce the transport of ozone precursors to neighboring air basins.

The 2017 Clean Air Plan contains 85 measures to address reduction of several pollutants: ozone precursors, particulate matter, air toxics, and/or GHGs. Other measures focus on a single type of pollutant, potent GHGs such as methane and black carbon, or harmful fine particles that affect public health. These control strategies that can be grouped into the following categories:

- Stationary source measures;
- Transportation control measures;
- Energy Control Measures;
- Building Control Measures;
- Agricultural Control Measures;
- Natural and Working Lands Control Measures;
- Waste Management Control Measures;
- Water Control Measures; and
- Super GHG Control Measures.

SENSITIVE RECEPTORS

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

The closest sensitive receptors to the project site are residences west of the western boundary site. There are additional residences north and south of the project site at farther distances. There are also two infant and toddler daycare facilities near the site. The A Small World Infant and Toddler Center at 1641 Oak Park Boulevard is west of the project site and Alice's Montessori Infant and Toddler Care facility at 1041 Hook Avenue is northwest of the project site.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines (Environmental Checklist) contains a list of air quality effects that may be considered significant. Implementation of the Project would have a significant effect on the environment if it were to:

1. Conflict with or obstruct implementation of the applicable air quality plan;

2. 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;

3. Expose sensitive receptors to substantial pollutant concentrations; or

4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The CEQA Guidelines state that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the above determinations. Therefore, the 2017 BAAQMD CEQA Guidelines have been used in this analysis.

Per the determination of the courts (*CBIA v. BAAQMD* [2016] 2Cal.App.5th 1067), the 2017 BAAQMD CEQA Guidelines specify that under CEQA, the receptor thresholds (the analysis of exposing new receptors to existing sources of toxic air pollution and odors) should not be applied to "routinely assess the effect of existing environmental conditions on future users or occupants of a project."

CONFLICT WITH AIR QUALITY PLAN

BAAQMD recommends analyzing a project's consistency with current air quality plan primary goals and control measures. The impact would be significant if the Project would conflict with or obstruct attainment of the primary goals or implementation of the control measures.

The primary goals of the 2017 Clean Air Plan are:

- Attain all state and national air quality standards

- Eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants
- Reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. [This standard is addressed in the Greenhouse Gas Emissions chapter of this EIR.]

As detailed in Chapter 13: Land Use and Planning, while the Project requires approvals for increased density (FAR and height), the Project is generally consistent with the type of land use allowed and applicable goals and policies of the City General Plan and zoning. The Project is consistent with all applicable rules and regulations related to emissions and health risk and would not result in a new substantial source of emissions or TACS, unplanned increase in population, employment, or regional growth in Vehicle Miles Traveled, or otherwise conflict with the primary goals of the 2017 Clean Air Plan.

Many of the Clean Air Plan's control measures are targeted to area-wide improvements, large stationary source reductions, or large employers and these are not applicable to the proposed Project. However, the Project would be consistent with all applicable control measures, as follows:

- Energy Control Measure EN1 and Water Control Measure WR2: the Project would meet current standards of energy and water efficiency, which comply with these control measures
- Natural and Working Lands Control Measure NW2: the Project proposes planting of street trees consistent with City requirements, which comply with this control measure
- Waste Management Control Measures WA3 and WA4: The Project would meet all recycling and green waste requirements, in compliance with this control measure.
- Transportation Control Measure TR9: The Project proposes a public connection between Westport Way and Sea Breeze Park for pedestrians and bicycles, consistent with this measure aimed at improving access/connectivity for bicycles and pedestrians.

As described above, the Project is consistent with assumed growth at the site and would be generally consistent with all applicable control measures. Therefore, there would be ***no impact*** in relation to inconsistency with the applicable air quality plan.

AIR QUALITY STANDARDS

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District's 2011 CEQA Air Quality Guidelines. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the CEQA Air Quality Guidelines in 2017 to include the latest significance thresholds, which were used in this analysis and are summarized in **Table 6.2**. The hotel use would not be considered a sensitive receptor, so health risk standards would not apply to the proposed use, even if otherwise determined to be applicable.

Methodology

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project

land use types and size, and anticipated construction schedule were input to CalEEMod. Specifics of the CalEEMod modeling and results are included as Appendix C.

The U.S. EPA ISCST3 dispersion model was used to predict DPM and PM2.5 concentrations at sensitive receptors (residences) in the vicinity of the project construction area. The ISCST3 dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects. Specifics of the ISCST3 modeling and results are included as Appendix C.

TABLE 6.2: AIR QUALITY THRESHOLDS OF SIGNIFICANCE

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual $PM_{2.5}$	>0.3 $\mu g/m^3$	>0.8 $\mu g/m^3$	

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less.

Construction-Period Criteria Pollutants

Impact Air-1: **Construction Dust and Exhaust.** Construction activities would generate exhaust emissions from vehicles/equipment and fugitive dust particles that could affect local air quality. Although emissions would be below threshold levels, the impact is considered ***potentially significant,*** requiring basic control measure to control fugitive dust.

Construction-period emissions for criteria pollutants and precursors have been calculated using CalEEMod (full details are included in Appendix C), with results summarized in **Table 6.3**.

TABLE 6.3: CONSTRUCTION PERIOD EMISSIONS

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total construction emissions (tons)	0.9 tons	2.8 tons	0.1 tons	0.1 tons
Average daily emissions (pounds)	**6.6 lbs./day**	**20.8 lbs./day**	**0.7 lbs./day**	**0.7 lbs./day**
BAAQMD Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	**No**	**No**	**No**	**No**

As indicated in the table above, predicted construction period emissions would not exceed the BAAQMD significance thresholds and would therefore be a less than significant impact.

Additionally, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. 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. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions, as specified in Mitigation Measure Air-1.

Mitigation Measure

Air-1: **Basic Construction Management Practices.** The Project shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD "Basic Construction Mitigation Measures".

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- 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.
- 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.

- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding 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.

The BAAQMD significance thresholds for construction dust impacts are based on the appropriateness of construction dust controls. With implementation of the Basic Construction Management Practices listed in Mitigation Measure Air-1, impacts related to construction period emissions would be considered ***less than significant with mitigation***. Because construction-period emissions do not exceed applicable significance thresholds, which have been set to avoid adverse health impacts to sensitive populations as discussed in the setting section above, additional construction mitigation measures would not be required to mitigate impacts.

Air Pollutants from Operational Activities

Impact Air-2: **Operational Emissions.** The Project would result in increased emissions from on-site operations and emissions from vehicles traveling to the site. However, emissions would be below threshold levels and the impact would be considered ***less than significant***.

Operational-period emissions for criteria pollutants and precursors have been calculated using CalEEMod (full details are included in Appendix C), with results summarized in **Table 6.4**.

TABLE 6.4: OPERATIONAL PERIOD EMISSIONS

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Project Annual Operational Emissions (*tons/year*)	0.8 tons	1.6 tons	0.9 tons	0.3 tons
BAAQMD Thresholds (tons /year)	*10 tons*	*10 tons*	*15 tons*	*10 tons*
Exceed Threshold?	***No***	***No***	***No***	***No***
Project Daily Operational Emissions (*lbs/day*)	4.4 lbs.	8.8 lbs.	4.9 lbs.	1.6 lbs.
BAAQMD Thresholds (pounds/day)	*54* lbs.	*54* lbs.	*82* lbs.	*54* lbs.
Exceed Threshold?	***No***	***No***	***No***	***No***

As indicated in the table above, predicted operational period emissions would not exceed the BAAQMD significance thresholds and would therefore be a ***less than significant*** impact.

Carbon Monoxide Hotspots

Emissions and ambient concentrations of carbon monoxide have decreased greatly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicle engines and motor vehicle fuels. No exceedances of the State or National CO standard have been recorded at any of the Bay Area's monitoring stations since 1991. The Bay Area has attained the State and National CO standard.

However, elevated CO concentrations are generally fairly localized. Heavy traffic volumes and congestion can lead to high levels of CO, or "hotspots", while concentrations at the closest air quality monitoring station may be within State and National standards.

BAAQMD presents the screening level that localized carbon monoxide concentrations should be studied at affected intersections where traffic is increased to more than 44,000 vehicles per hour (or 24,000 vehicles per hour where mixing is substantially limited, such as in a tunnel). This screening level represents the volume of traffic at which a significant impact related to carbon monoxide would be possible and below which, the Project would not have a significant contribution to adverse health impacts to sensitive populations as discussed in the setting section above. Based on traffic volumes in the vicinity, it is not anticipated the Project would affect intersections of that volume (see Chapter 16 for additional details) and therefore, the impact related to carbon monoxide is also ***less than significant***.

EXPOSURE OF SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTION CONCENTRATIONS

Impact Air-3: **Exposure of Sensitive Receptors.** The Project would result in emissions that could contribute to increased health risks during both the construction period and operations. However, the Project's contribution would not be substantial and is below applicable screening and threshold levels and the impact would be considered ***less than significant.***

This impact is described in more detail by construction and operational periods below.

Construction Period Exposure

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Although it was concluded in the previous sections that construction exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations, construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents and day care facilities. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$ (full details are included in Appendix C), with results summarized in **Table 6.5**.

Four stationary sources were identified in the area and added to cumulative health risk levels (Plant #111826, #9930, #112076, and #20588) with two sources being gas dispensing facilities, one source being diesel generators, and one source being an auto body coating operation. The emissions data for all these stationary sources were provided by BAAQMD and adjusted for distance based on BAAQMD's Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines or Distance Adjustment Multiplier Tool for Gasoline Dispensing Facilities when appropriate. Concentration levels and community risk impacts from these sources upon the project are reported in Table 6.5.

TABLE 6.5: MAXIMUM CONSTRUCTION PERIOD HEALTH RISK

Source		Maximum Cancer Risk (per million) [1]	$PM_{2.5}$ concentration ($\mu g/m^3$)	Hazard Index
Project Construction	Unmitigated	**28.4**	0.19	0.03
	Mitigated	3.4	0.03	<0.01
BAAQMD Single-Source Threshold		***>10.0***	***>0.3***	***>1.0***
	Significant?			
	Unmitigated	***Yes***	*No*	*No*
	Mitigated	*No*	*No*	*No*
Interstate 680 - Link 1090 (6ft elevation) at 270 feet		67.1	0.37	0.04
North Main Street at 140 feet, ADT 18,875		2.5	0.01	<0.03
Oak Park Boulevard at 760 feet, ADT 20,690		0.6	0.02	<0.03
Plant #111826 (Gas Station) at 900 feet		0.5	-	<0.01
Plant #9930 (Auto Body Coating Operation) at 575 feet		-	-	<0.01
Plant #112076 (Gas Station) at 1000 feet		0.4	-	<0.01
Plant #20588 (Diesel Generator) at 600 feet		0.1	<0.01	0.01
Combined Sources	*Unmitigated*	99.6	0.60	0.17
	Mitigated	74.6	0.44	0.15
BAAQMD Cumulative Source Threshold		***>100***	***>0.8***	***>10.0***
Significant?	Unmitigated	*No*	*No*	*No*
	Mitigated	*No*	*No*	*No*

Notes

[1] The table reports the maximum increased cancer risk at the location of the maximally exposed individual (MEI) using BAAQMD recommended methods. The cancer risk calculations are based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs.

The maximum-modeled annual $PM_{2.5}$ concentration, which is based on combined exhaust and fugitive dust emissions, was 0.19 $\mu g/m^3$. This maximum annual $PM_{2.5}$ concentration would be below the BAAQMD significance threshold of greater than 0.3 $\mu g/m^3$.

The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was 0.173 $\mu g/m^3$. The maximum computed Hazard Index (HI) based on this DPM concentration is 0.035, which does not exceed the BAAQMD significance criterion of a HI greater than 1.0.

As shown in the above table, results of this assessment indicate that the maximum increased residential cancer risks without any mitigation or construction emissions control would be 28.4 in one million. The maximum increased cancer risk for an infant at a nearby daycare facility would be 3.2 in one million. The maximum residential excess cancer risk would be above the significance threshold of 10.0 in one million. Implementation of Mitigation Measures Air-1 to require basic measures to reduce construction dust and emissions (listed above Impact Air-1 above) and Air-3 to require reduced-DPM construction equipment (included below) would be required to reduce this impact.

Mitigation Measure

Air-2: **Selection of Construction Equipment to Minimize Emissions.** The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 65-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

The computed maximum increased lifetime residential cancer risk from construction would be 3.4 in one million or less with implementation of Mitigation Measures Air-1 and Air-2. Therefore, with implementation of the Basic Construction Management Practices listed in Mitigation Measure Air-1 and selection of construction equipment to minimize emissions listed in Mitigation Measure Air-2, impacts related to construction period health risk would be considered ***less than significant with mitigation***.

Operational Period Exposure

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. When operating, the project would generate automobile traffic and infrequent truck traffic; however, these emissions are anticipated to result in fairly low impacts in terms of TAC or $PM_{2.5}$ exposure and there would be no other operational sources of TAC or $PM_{2.5}$, so operational sources of health risk would not be substantial and were not further evaluated. No stationary sources of TACs, such as generators, are proposed as part of the project.

ODORS

As described by the BAAQMD in its 2017 CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. Known as odor fatigue, a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. Odor impacts should be considered for any proposed new odor sources located near existing receptors, as well as any new sensitive receptors located near existing odor sources. Generally, increasing the distance between the receptor and the odor source will mitigate odor impacts.

BAAQMD has identified typical sources of odor, a few examples of which include manufacturing plants, rendering plants, coffee roasters, wastewater treatment plants, sanitary landfills, and solid waste transfer stations. The project would not include any of the above potential sources of objectionable odors and would not be considered a substantial source of objectionable odors (***no impact***).

7

BIOLOGICAL RESOURCES

INTRODUCTION

This chapter provides information on biological resources in the Project area. A discussion of federal, state, and local laws, policies, and regulations that influence the protection of such biological resources is presented.

This chapter utilizes information from the following reports prepared for this Project or analysis:

Arborist Survey, dated December 31, 2018, prepared for the City of Pleasant Hill by McNeil Arboriculture Consultants LLC (Appendix D).

Assessment of a Single Valley Oak at the Site of the Proposed Cambria Hotel and Suites, North Main Street, Pleasant Hill, dated December 4, 2018, prepared for the City of Pleasant Hill by McNeil Arboriculture Consultants LLC (Appendix D).

KNOWN CONCERNS

A commenter on the NOP noted concern over loss of vegetation at the site. Neighbors have previously noted concern over the potential removal of a mature oak tree on the site. These concerns are addressed by the analysis presented in this chapter.

ENVIRONMENTAL SETTING

The Project site is located in an urban setting and has previously been developed. Surrounding land uses include transportation corridors and commercial development to the north, east, and south; a residential development lies to the west. The Project site is about 80 percent covered with buildings and an asphalt parking lot. Remaining areas in between structures and paving support ruderal (weedy) species and there is landscaping including trees in the developed portion of the site.

There are 41 trees on the site plus 27 trees on neighboring properties that overhang property lines onto the site. The site includes a relatively large valley oak (Quercus agrifolia) with an approximately 55-inch diameter.

REGULATORY SETTING

FEDERAL

Federal Endangered Species Act

The federal Endangered Species Act (FESA) protects listed wildlife species from harm or "take" which is broadly defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct. Take can also include habitat modification or degradation that directly results in death or injury of a listed wildlife species. An activity can be defined as "take" even if it is unintentional or accidental. Listed plant species are provided less protection than listed wildlife species. Listed plant species are legally protected from take under the FESA only if they occur on federal lands or if the project requires a federal action, such as a Clean Water Act Section 404 fill permit from the USACE.

Federal Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA; 16 U.S.C., §703, Supp. I, 1989) prohibits killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. The trustee agency that addresses issues related to the MBTA is the USFWS. Migratory birds protected under this law include all native birds and certain game birds (*e.g.*, turkeys and pheasants; *Federal Register* 70(2):372-377). This act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA protects active nests from destruction and all nests of species protected by the MBTA, whether active or not, cannot be possessed. An active nest under the MBTA, as described by the Department of the Interior in its 16 April 2003 Migratory Bird Permit Memorandum, is one having eggs or young. Nest starts, prior to egg laying, are not protected from destruction.

Nearly all local native bird species are protected by the MBTA.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA, Fish and Game Code of California, Chapter 1.5, Sections 2050-2116) prohibits the take of any plant or animal listed or proposed for listing as rare (plants only), threatened, or endangered. In accordance with the CESA, the CDFG has jurisdiction over state-listed species. The CDFG regulates activities that may result in "take" of individuals listed under the Act (*i.e.*, "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of "take" under the Fish and Game Code. The CDFG, however, has interpreted "take" to include the "killing of a member of a species which is the proximate result of habitat modification."

California Fish and Game Code

The California Fish and Game Code includes regulations governing the use of, or impacts to, many of the state's fish, wildlife, and sensitive habitats.

Certain sections of the Fish and Game Code describe regulations pertaining to certain wildlife species. For example, Fish and Game Code §§3503, 2513, and 3800 (and other sections and subsections) protect native birds, including their nests and eggs, from all forms of take. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by the CDFG. Raptors (*i.e.*, eagles,

falcons, hawks, and owls) and their nests are specifically protected in California under Fish and Game Code §3503.5. Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Non-game mammals are protected by Fish and Game Code §4150, and other sections of the Code protect other taxa.

LOCAL

City of Pleasant Hill Tree Protection Ordinance

Section 18.50.110 of the Pleasant Hill Municipal Code addresses tree preservation, as excerpted below:

18.50.110 Tree Preservation

The following supplemental regulations are intended to encourage the preservation of trees throughout the community by establishing reasonable provisions for protecting heritage trees and other protected trees and establishing procedures for review and approval of tree removal and replacement. Unrestricted removal of trees without replacement will detrimentally affect the city's health, safety and welfare. Specifically, removal of or damage to heritage and other protected trees will interfere with the city's natural and scenic beauty, diminish the tempering effect of these trees on extreme temperatures and adversely impact the city's unique character and identity.

A. Permit required. No person, firm, corporation, private or public utility or governmental entity shall remove, relocate, excessively trim, damage or demolish a protected tree or heritage tree prior to obtaining a tree removal permit from the zoning administrator or approval from another applicable city decision-making body pursuant to subsection C, I or J of this section. City initiated projects shall also be subject to all of the provisions of this chapter unless specifically exempted by the city council.

1. Protected trees. The term "protected tree" means any of the following:

a. Any native oak tree with a trunk diameter measurement of nine inches or larger.

b. Any indigenous tree with a trunk diameter measurement of nine inches or larger. Indigenous trees include but are not limited to: Alnus Oregona (Red Alder), Acer Macrophyllum (Bigleaf Maple), Aesculus Californica (California Buckeye), Arbutus Menziesii (Madrone), Umbellularia Californica (California Bay or Laurel), Juglans Hindsii (California Black Walnut), Platanus Racemosa (California Sycamore), or Sambucus Mexicana (Elderberry).

Note: The California Native Plant Society list of indigenous/native trees for the Bay Area can also be referenced to determine whether a tree is considered native or indigenous to the region.

c. A nonnative tree (not including Eucalyptus) with a trunk diameter measurement of 18 inches or larger. Nonnative trees include species such as Sequoia Sempervirens (Coastal Redwood), Pinus Canariensis (Canary Island Pine), Pinus Halepensis (Aleppo Pine), Pinus Pinea (Italian Stone Pine), Pinus Radiata (Monterey Pine), Ulmus Americana (American Elm), Ulmus Parvifolia (Chinese Elm), Ulmus Pumila (Siberian Elm), Liquidambar Styraciflua (American Sweet Gum), Cedrus Deodara (Deodar Cedar), Cedrus Atlantica

(Atlas Cedar), Fraxinus Uhdei (Shamel Ash), Fraxinus American (White Ash), Fraxinus Augustifolia (Raywood Ash), Cupressus (Cypress species), Morus Alba (Fruit/Fruitless Mulberry), Chinese Pistache, Robinia Pseudoacacia (Black Locust), Pyrus Calleryana (Bradford Pear), Cinnamomum Camphora (Camphor).

d. Any tree shown to be preserved on an approved tentative map, development or site plan or required to be retained as a condition of approval or environmental mitigation measure.

e. Any tree required to be planted as a replacement for an unlawfully removed tree.

f. Any tree designated as a "heritage tree" pursuant to subsection E of this section.

2. Arborist report required. Any application for a tree removal permit shall include a letter report prepared by a certified arborist addressing the health/condition of the tree, the rationale for removal, the feasibility of any alternatives to removal, and any recommendations for replacement trees.

3. Criteria for tree removal review. The zoning administrator, or other applicable city decision-making body, shall consider the following factors in determining whether to approve the removal of a tree or trees:

a. Health or physical condition of the tree;

b. Any potential hazard or any risk presented by the tree determined using the ANSI A-300, part 9 Standard for Tree Risk Assessment;

c. Whether the tree is causing a public nuisance and/or a public safety hazard;

d. Potential for the tree to be a detriment to other protected trees due to its location, overcrowding, or its health;

e. Evidence of significant damage to property caused, or likely to be caused, by the tree;

f. Any potential historic or cultural significance of the tree;

g. Whether the tree substantially inhibits sunlight necessary for the operation of active or passive solar heating, cooling or energy generation and trimming or thinning is not a feasible alternative to removal;

h. Whether the tree is obstructing proposed improvements that cannot be reasonably designed to avoid tree removal;

i. Whether the tree is located in close proximity to a structure in a high fire hazard area and removal is necessary to create defensible space per applicable fire safety laws, regulations or Fire District requirements;

j. Whether preservation of the tree(s) would render a site undevelopable and the planning commission or city council has determined that no economically viable use can be made of underlying or adjacent property if the tree is not removed and that every reasonable effort has been made to retain the tree;

k. Feasibility of alternatives to removal of the tree (for example, depending on the circumstances, abandonment in place of a natural gas pipeline that is over 30 years old and relocation of the pipeline may be deemed a feasible alternative);

l. Any other circumstances deemed relevant by the zoning administrator or other city decision-making body based on site conditions, technical analyses, and/or the location of the tree.

4. Third-party peer review arborist. When deemed necessary by the zoning administrator or other applicable city decision-making body, a third-party peer review prepared by a certified arborist, board certified master arborist or registered consulting arborist may be required (at the cost of the applicant) to: (a) review the applicant's arborist report and/or tree preservation and replacement plan, (b) physically inspect and evaluate the tree(s) proposed for removal, and (c) provide a written analysis to include the peer review arborist's findings, and recommendations. The peer review arborist's comments may also include recommendations regarding tree replacement.

5. Replacement trees required.

a. Replacement ratios. Unless otherwise specified by the zoning administrator or other applicable city decision-making body, the replacement ratios for tree removal shall be as follows:

i. A protected native or indigenous tree approved for removal shall be replaced by at least two 15-gallon trees on the project site.

ii. A protected nonnative tree approved for removal shall be replaced by at least one 15 gallon tree on the project site.

iii. In addition to the replacement requirements in subsections A.5.a.i and/or ii of this section, removal of any protected tree (native, indigenous or nonnative), as part of an area-wide program and/or discretionary development plan, that is located within or adjacent to the public right-of-way along Contra Costa Boulevard or within or adjacent to the Iron Horse Trail, may also be subject to additional mitigation requirements to address potential community-wide impacts of removals. Such additional mitigation, if required by the applicable city decision-making body, may include, but not be limited to, proportionate mitigation for adverse effects (individual and cumulative) on biological values, aesthetics, loss of shade, economic vitality, air quality, vehicle speed, community identity, and other similar factors, resulting directly or indirectly from tree removal, that have the potential to cause adverse community-wide social, economic or environmental effects due, in part, to the substantial length of time required for replacement trees to reach the same level of maturity and therefore provide the same functionality and benefits as the trees that are removed.

b. Replacement tree species. The species of the replacement trees shall be approved by the zoning administrator or other applicable city decision-making body.

c. Off-site replacement. Off-site tree replacement may be considered in the event that the project site already has a significant mature tree population, to prevent overcrowding or infringement on existing structures, provided adequate provisions for maintenance of the replacement tree are specified, subject to approval by the planning commission.

d. Replacement infeasible. Where the planning commission or city council has determined that on-site or off-site replacement of trees is not currently feasible, the planning commission or city council may, at its discretion, allow the applicant to make an in lieu payment to the city for provision of off-site trees at the ratio recommended in subsection A.5.a of this section. The in lieu fee shall be based on the estimated value of the replacement tree(s) including any installation and maintenance costs. If the zoning administrator or other applicable city decision-making body determines that on-site or off-site replacement would not be feasible (due to lack of adequate space on site or lack of a suitable and available off-site location), the tree replacement requirement may be reduced or waived, as appropriate. For trees removed within or adjacent to Contra Costa Boulevard and/or within or adjacent to the Iron Horse Trail, additional mitigation for each tree removed may be required as specified in subsection A.5.a.iii of this section.

e. Maintenance. Replacement trees shall be properly maintained by the permittee to ensure their survival. Replacement trees on single family residential sites shall be maintained for a minimum of two years after planting. Replacement trees on all other sites shall be maintained as noted in any landscape maintenance agreement and/or city approved landscape plan or tree preservation and replacement plan applicable to the site.

B. Exemptions. A tree removal permit is not required prior to removal of a protected tree under any of the following circumstances:

1. Removal is determined necessary by fire department personnel actively engaged in fighting a fire.

2. Immediate removal is required to prevent imminent danger to life or property, such as with a "hazardous tree" as defined in subsection G.4 of this section or if necessary to restore utility service within 48 hours of a storm, and the city manager or his/her designee has been notified of the removal at the earliest opportunity, and it is not feasible to obtain a permit prior to removal (in which case a tree removal permit shall be submitted within five days of removal to ensure that the provisions of this chapter and any other applicable provisions of the municipal code or applicable land use entitlements are satisfied).

3. The tree is held for sale as part of a licensed nursery business.

4. A subdivider or developer need not obtain a separate tree removal permit to remove, relocate or demolish a tree designated as "To Be Removed" on an approved subdivision map (tentative map or parcel map) or development plan provided that the tree removal has been reviewed and approved by the decision-making body for the subdivision map and/or development plan based on the criteria in subsection A.3 of this section and a tree preservation and replacement plan has been approved pursuant to subsection C of this section.

5. The zoning administrator determines that the tree is dead. The zoning administrator may require submittal of a report from a licensed arborist if deemed necessary to verify the condition of the tree. A fee shall not be required for a determination by the zoning administrator that a tree is dead. Dead trees that are removed shall not require replacement unless located on a site with a city-approved landscape plan or landscape maintenance agreement, in which case, the dead tree shall be replaced on a 1:1 basis.

6. Tree trimming that does not constitute "excessive trimming" as defined in this chapter.

7. If a governmental entity or a public or private utility believes it is exempt from this section by federal or state statute, regulation or administrative order, such entity shall provide a copy of such statute, regulation or order to the zoning administrator for approval.

C. Tree preservation and replacement plan. A tree preservation and replacement plan prepared by a state licensed or certified professional shall be submitted by the applicant in conjunction with any discretionary land use entitlement application that includes removal of protected trees (excluding an entitlement involving only one single-family residence where the zoning administrator may administratively require tree protection measures as needed if a proposed development has the potential to adversely impact a protected tree); in addition, a tree preservation and replacement plan may also be required by the zoning administrator or other applicable city decision-making body as a condition of tree removal permit approval. The tree preservation and replacement plan shall be subject to the review and approval of the zoning administrator or other applicable city decision making body and shall include:

1. A map and inventory showing the location, species, health rating, size, and a unique tree number for all trees on the site. The trees to be removed, relocated, or demolished shall be labeled "To Be Removed" or marked with an "X" and the inventory shall indicate by notation why removal of each tree is necessary based on the criteria included in subsection A.3 of this section.

2. A report from a certified arborist, board certified master arborist or registered consulting arborist describing the condition of all existing trees, the anticipated impacts of grading, trenching and construction on the protected trees and recommending specific protective measures to be implemented prior to commencement of grading or construction to minimize potential adverse impacts on protected trees. The report shall designate tree protection zones (TPZ) for each protected tree and/or group of protected trees that are proposed to remain on site and the additional measures such as protective fencing, staking and signage necessary to avoid inadvertent damage to protected trees during grading and construction The TPZ is a restricted activity zone where soil disturbance, storage or parking of vehicles, storage of any other materials or chemicals and/or alteration of drainage is not permitted, unless otherwise approved by the city. All required tree protection measures shall also be included with the grading and/or construction documents for the development.

3. A replanting plan prepared by a licensed landscape architect or other professional approved by the city for replacement of each tree removed as required by the zoning administrator or other applicable city decision-making body. The planting plan shall include replacement trees as required pursuant to subsection A.5 of this section and shall conform with ANSI A-300 Standard Part XXX (Planting).

4. Provisions to ensure ongoing maintenance of any required replacement trees.

D. Performance security. To ensure the safety and well-being of existing protected trees that may be impacted by grading or construction and/or any replacement trees required to be planted pursuant to this chapter, the zoning administrator or other applicable city decision-making body may, at its discretion, require an applicant to post a cash deposit or other performance security acceptable to the city guaranteeing that each such tree will be protected against harm from grading or construction and will be adequately maintained. The performance security must be posted with the zoning administrator prior to issuance of grading permits and shall be governed by the following provisions:

1. The zoning administrator shall establish the amount of the performance security which shall be equal to the estimated value of the protected trees.

2. The performance security shall remain in effect for a period of five years (or two years for single-family residential sites) following the date of final inspection and acceptance of the development project by the city.

3. The performance security shall provide that if the city determines that a protected tree has been removed, permanently damaged, or destroyed due to development activity during the effective period of the performance security, the city is entitled to recover the face amount of the performance security.

4. If, at the expiration of the effective period of the performance security the city determines that the protected trees have not been removed, permanently damaged, or destroyed due to development activity, the performance security shall be refunded or the surety bond terminated.

E. Heritage trees. Notwithstanding any other provisions of this chapter, a tree which is enrolled in the city's heritage tree program may not be removed, relocated, damaged or demolished, and no permit or tree preservation and replacement plan authorizing such action may be issued, unless the zoning administrator or other applicable city decision-making body determines that there exists a hazard to property or danger of disease or infection to surrounding healthy trees.

1. Eligibility. Any tree in the city with a trunk diameter measurement of 16 inches or more or any tree grouping in the city with at least one tree of this diameter is eligible for enrollment in the heritage tree program, with the consent of the property owner.

2. Enrollment. The zoning administrator shall review and approve applications for enrollment in the heritage tree program unless an eligible tree or tree grouping is unhealthy and cannot be saved. Upon approval of an application, the zoning administrator shall:

   a. Record the location and the plant number of each tree or tree grouping.

   b. Obtain a color photograph of the tree or tree grouping at the time of its enrollment.

   c. Affix a plaque on the tree or tree grouping identifying:

      i. The scientific name of the tree(s);

      ii. The common name of the tree(s);

      iii. The plaque number (i.e., Heritage Tree No. ____); and

      iv. The name of the owner.

   d. Award a certificate to each property owner enrolling a tree or tree grouping in the program, expressing the appreciation of the city and its citizens.

F. Conditions. The zoning administrator or other applicable city decision-making body may impose reasonable conditions of approval on a tree removal permit, consistent with the purposes of this chapter, to ensure safe and unobtrusive tree removal, replacement, relocation, and demolition;

maintenance of replacement trees; and protection of trees not approved to be removed. It shall be a violation of this chapter for any property owner or agent of the owner to fail to comply with any condition of approval or other requirement pursuant to this chapter.

IMPACTS AND MITIGATION MEASURES

CRITERIA OF IMPACT SIGNIFICANCE

The proposed Project may have effects on the biological resources of the Project area. The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide guidance in evaluating project impacts and determining which impacts will be significant. CEQA defines "significant effect on the environment" as "a substantial adverse change in the physical conditions which exist in the area affected by the proposed project." Under CEQA Guidelines section 15065(a)(1) and Appendix G, a project's effects on biotic resources may be significant when the project would:

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

2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community (*e.g.*, oak woodland) identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

4. 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;

5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;

6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

SPECIAL STATUS SPECIES AND HABITAT

As detailed in the project setting above, the Project site is located in an urban setting, has been previously developed, is extensively disturbed, and is surrounded by a highly urbanized setting. Plant species at the site are ruderal (weedy) or managed landscape plants and trees. Wildlife species in the area are common and adapted to urbanized areas (such as squirrels and birds such as crows, finches, and sparrows. As discussed below, there are no wetlands or waterways at the site and no conservation areas covering the site. Therefore, the site has little or no habitat value or support for special status species, except that it provides marginal avian nesting opportunities.

Valley oak trees (Quercus lobata), such as the tree currently existing on the eastern portion of the site, are not endangered or otherwise considered "special status" on a federal or state level such that removal of the tree would be considered an environmental impact. However, oak trees can be included under

Pleasant Hill's Tree Protection Ordinance, as analyzed under the Plan and Policy Conflicts subheader below.

Impact Bio-1: **Disturbance of Nesting Birds.** Construction activities could adversely affect nesting birds protected by the Migratory Bird Treaty Act and/or Fish and Game Code of California. This is a ***potentially significant*** impact.

The federal Migratory Bird Treaty Act and Fish and Game Code of California protect special-status bird species year-round, as well as their eggs and nests during the nesting season. The list of migratory birds includes almost every native bird in the United States. On-site or adjacent trees could be used by protected birds.

While no nesting birds were observed during the field survey, owing to the highly mobile nature of birds, it is recommended that an updated nesting bird survey should be completed prior to initiation of construction activities.

Mitigation Measure

Bio-1: **Pre-Construction Nesting Bird Survey.** Pre-construction surveys for nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California within 100 feet of a development site in the Project area shall be conducted within 30 days of initiation of construction activities. If active nests are found, the project shall follow recommendations of a qualified biologist regarding the appropriate buffer in consideration of species, stage of nesting, location of the nest, and type of construction activity. The buffer shall be maintained until after the nestlings have fledged and left the nest.

With implementation of Mitigation Measure Bio-1, which requires a follow-up nesting survey close to initiation of construction activities, the impacts on special status species or their habitat would be ***less than significant with mitigation***.

WETLANDS AND WILDLIFE CORRIDORS

The proposed Project site does not contain wetland areas. It is an area that is currently developed with urban land uses that does not connect wildlife areas or otherwise have the potential to be used as a wildlife corridor. The Project has ***no impact*** on wetlands and wildlife corridors.

PLAN AND POLICY CONFLICTS

There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that covers the Project site. The Project would have a significant environmental impact if it were to conflict with any local policies or ordinances protecting biological resources. The City of Pleasant Hill Tree Preservation Ordinance (Section 18.50.110 of the Municipal Code) is applicable to the site.

Impact Bio-2: **Removal of Protected Trees.** Construction of the Project as proposed would necessitate removal of trees protected under the Pleasant Hill Tree Preservation Code (18.50.110). This is a ***potentially significant*** impact.

Pleasant Hill's Tree Preservation Ordinance requires a tree preservation and replacement plan and tree removal permits. For commercial sites, protected non-native trees are replaced one for one and

protected native or indigenous trees are replaced by two trees for each protected tree removed. The replanting plan must be approved by the City and tree removal permits granted.

According to the Arborist Report, there is the potential to remove or impact the 41 trees on the site plus 17 of the trees on neighboring properties that overhang property lines onto the site. None of the potentially impacted trees on site are enrolled in the City's heritage tree program and therefore would not be considered a "heritage tree" per section 18.50.110.E of the municipal code.

The large 55-inch diameter valley oak tree is proposed to be retained despite an arborist report noting that the tree is nearing the end of life and presents a moderate risk of whole tree or limb failure within the next ten years. If it is later determined that the valley oak should be removed, such removal would not present a significant environmental impact if performed per the City's tree removal and replacement requirements.

Trees to be removed would need to obtain a permit as appropriate and meet applicable replacement requirements. The decision to remove protected trees, rather than retain and protect the trees can be reviewed by the City as part of the approval process.

Mitigation Measure

Bio-2: **Approved Tree Removal and Replacement.** Prior to removing trees, the applicant shall obtain required tree removal permits and approval of the tree removal and replacement plan based upon qualified professional opinion of the need for such removal.

With implementation of Mitigation Measure Bio-2, the requirements of the City's Tree Protection Ordinance will be met and trees will be protected as feasible and suitable or replaced and the impacts related to plan and policy conflicts would be ***less than significant with mitigation***.

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CULTURAL AND TRIBAL CULTURAL RESOURCES

INTRODUCTION

This chapter describes existing cultural and tribal cultural resources setting at the Project site and describes whether implementation of the Project would cause a substantial adverse change in the significance of such resources.

This chapter utilizes information from the following reports prepared for this Project or analysis:

Northwest Information Center Record Search Results from the California Historical Resources Information System, dated September 20, 2018, requested for this analysis (included in Appendix E).

Native American Heritage Commission Sacred Lands File Search Results from the California Historical Resources Information System, dated October 3, 2018, requested for this analysis (included in Appendix E).

Preservation Architecture, Historic Resource Evaluation of 1531 Oak Park Boulevard, June 29, 2010, included as part of the Draft Environmental Impact Report prepared for the In-N-Out Burger Project previously proposed at the project site (included in Appendix E).

KNOWN CONCERNS

There are no known concerns related to this topic.

ENVIRONMENTAL SETTING

The City of Pleasant Hill is part of the greater San Francisco Bay Area. The areas surrounding San Francisco Bay were some of the most densely populated by the indigenous populations of North America. The Bolbone and Chupacane cultures, two subgroups of the Costanoan group of California Natives, inhabited the area before settlers arrived from Mexico in the late 1700s. In 1844, Irish immigrant William Welch became the only non-Mexican to obtain a land grant in the region. His Rancho Las Juntas contained more than 13,000 acres, including present-day Pleasant Hill. Early residents primarily cultivated grains such as wheat, hay and barley.[1]

Pleasant Hill historically has been a suburban residential community serving major employment centers to the west and south. However, explosive regional growth in the last decade has transformed Pleasant

[1] City of Pleasant Hill, General Plan 2003, July 2003.

Hill, as evidenced by recent higher density residential and commercial development, especially downtown. [2]

There are currently two buildings on the Project site, a Black Angus restaurant at 3195 North Main Street that was constructed in 1975, and a currently vacant commercial building at 1531 Oak Park Boulevard that dates to 1949 and operated as a garden and hardware supply store.[3]

The subdivision to which this commercial property belonged was mapped in 1939 (Pleasant Hill Homesites Unit No.1, Nov. 1939), just prior to which the property owner is identified as the Bank of America (Contra Costa County Map, 1938). However, and more importantly, immediately previous, the subject property was a small part of the 500 acre James S. Hook estate. James Simeon Hook (1853-1946), who had grown up on his family's nearby lands, and who graduated in the field of agriculture from the University of California's first graduating class of 1874, acquired and settled this land c1880. The property was agricultural, which included the cultivation of orchard fruit, vineyards and grains. The family residence was located approximate to the intersection of present day Oak Park Blvd. and Hook Ave. In 1938, in the wake of the Depression, the bank apparently took ownership of the land. The large Hook holdings were dispensed during the World War II era. Finally, the Hook residence was demolished in 1953.[4]

With the outbreak of WWII, it is not likely that any of the Pleasant Hill Homes subdivision was undertaken in the early 1940s. Immediately after the war, the suburbanization of the Pleasant Hill area proceeded with haste. By the early 1950s, large tracts of former farmlands had been converted to single-family residential neighborhoods, and a variety of commercial areas were also developed to support the growing post-war population. [5]

REGULATORY SETTING

CALIFORNIA REGISTER OF HISTORIC RESOURCES

In considering impact significance under CEQA, the significance of the resource itself must first be determined. At the state level, consideration of significance as an "important archaeological resource" is measured by cultural resource provisions considered under CEQA Sections 15064.5 and 15126.4, and the draft criteria regarding resource eligibility for listing on the California Register of Historic Resources (CRHR). Generally under CEQA, a historical resource is considered significant if it meets the criteria for listing on the CRHR. These criteria are set forth in CEQA Section 15064.5, and defined as any historical resource that:

(a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(b) Is associated with lives of persons important in our past;

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[2] Ibid.

[3] Preservation Architecture, Historic Resource Evaluation of 1531 Oak Park Boulevard, June 29, 2010, included as part of the Draft Environmental Impact Report prepared for the In-N-Out Burger Project previously proposed at the project site, included in Appendix E.

[4] Ibid.

[5] Ibid.

(c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(d) Has yielded, or may be likely to yield, information important in prehistory or history.

Section 15064.5 of CEQA also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed under Public Resources Code (PRC) Section 5097.98.

Impacts to "unique archaeological resources" and "unique paleontological resources" are also considered under CEQA, as described under PRC Section 21083.2. A unique archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge there is a high probability that it meets one of the following criteria:

(a) The archaeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information;

(b) The archaeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type; or

(c) The archaeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

A non-unique archaeological resource is an archaeological artifact, object, or site that does not meet the above criteria. Impacts to non-unique archaeological resources and resources that do not qualify for listing on the CRHR receive no further consideration under CEQA.

IMPACTS AND MITIGATION MEASURES

CRITERIA OF IMPACT SIGNIFICANCE

Under the CEQA Guidelines, Appendix G – Environmental Checklist Form, a significant impact will occur if the proposed Project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5;
3. Disturb any human remains, including those interred outside of formal cemeteries.
4. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    a. Listed or eligible for listing in the California Register of Historical Resources, or included in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b. A resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

DISTURBANCE OF HISTORICAL RESOURCES

Impact Culture-1: Removal of a Historic Age Building. Construction activities include demolition of the over 50 year old currently vacant commercial building at 1521 Oak Park Boulevard. However, historic assessment concluded that this building would not be eligible for listing as a historic resource and the impact would be ***less than significant***.

The currently vacant commercial building at 1531 Oak Park Boulevard is proposed to be demolished. This building was built in 1949, thus, its historic age (over 50 years) warrants review according to California Register of Historical Resources (CPH) and City of Pleasant Hill historic district and cultural resources criteria. The Blank Angus building is not historic age (built in 1975) so demolition would not be considered a potential significant cultural impact. There are no other structures on the site.

The building at 1531 Oak Park Boulevard is not associated with events of potential historical significance, does not embody any historically significant characteristics (architectural, craftsmanship, etc.), does not appear to have any potential to yield valuable historic information and is not related to any other designated historic or landmark building or district. While James S. Hook, a person important to local history, once owned this and the surrounding land, there is no direct association between him and this building and no other associations to persons of importance have been identified.[6] Therefore, the building at 1531 Oak Park Boulevard is not eligible for listing as a City of Pleasant Hill cultural resource or with the California Register of Historical Resources and the impact related to historic resources would be less than significant.

ARCHAEOLOGICAL/TRIBAL RESOURCES, GEOLOGIC/PALEONTOLOGICAL FEATURES AND HUMAN REMAINS

Impact Culture-2: Disturbance of Unidentified Paleontological Resources, Archaeological Resources, Tribal Resources, or Human Remains. During earth-moving activities at the Project site, it is possible that unidentified paleontological resources, archaeological resources, tribal resources, or human remains could be uncovered and disturbed. This is a ***potentially significant*** impact.

According to a Northwest Information Center records search requested for this analysis (included as Appendix E), a cultural resource study was conducted covering the Project site in 1975. There are no recorded cultural resources in the Project area. Based upon a review of historical literature and maps, the potential of identifying unrecorded historic-period archaeological resources is low. Based on specifics of the site, the potential of identifying unrecorded Native American resources is considered

[6] Preservation Architecture, Historic Resource Evaluation of 1531 Oak Park Boulevard, June 29, 2010, included as part of the Draft Environmental Impact Report prepared for the In-N-Out Burger Project previously proposed at the project site, available at =.

moderate. A search of the Native American Heritage Commission Sacred Lands File had negative results for the project site.

Additionally, the City has conducted outreach to Native American tribal contacts in compliance with AB52 and SB18. Letters were sent on August 24, 2018 and February 1, 2019. Wilton Rancheria (Tribe) responded that the project is within the Tribe's ancestral territory and requested additional documentation without noting any particular concern with the project or site. Following receipt of requested documentation, the Wilton Rancheria Tribe confirmed they were not requesting coordination on this Project via email on March 22, 2019 but noted they should be contacted should Native American artifacts and/or human remains be uncovered during ground disturbance at the site (addressed in mitigation measures Culture-2a and Culture-2b below). No other responses or request for consultation were received.

There are no unique geologic or paleontological features associated with the Project site and as a previously developed site, the potential for identifying unrecorded resources is low.

There are no known human remains that would be disturbed by the proposed Project. As mentioned above, the Project site has already been disturbed by urban development. No formal cemeteries have been located on the Project site.

Although the potential of identifying unrecorded resources or human remains at the site is low, even more so because the site has been previously disturbed, mitigation measures Culture-2a and Culture-2b shall be implemented if appropriate.

Mitigation Measures

Culture-2a: **Halt Construction Activity, Evaluate Find and Implement Mitigation.** In the event that any previously unidentified paleontological, archaeological, or tribal resources are uncovered during site preparation, excavation or other construction activity, all such activity shall cease until these resources have been evaluated by a qualified paleontologist, archaeologist, and/or tribal consultant and specific mitigation measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code and the Archaeological Resources Protection Act (16 USC 469).

Culture-2b: **Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission.** In the event that any human remains are uncovered during site preparation, excavation or other construction activity, all such activity shall cease until these resources have been evaluated by the County Coroner, and appropriate action taken in coordination with the Native American Heritage Commission and local tribes, in accordance with section 7050.5 of the California Health and Safety Code and, if the remains are Native American, section 5097.98 of the California Public Resources Code and the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-30013).

Implementation of mitigation measures Culture-2a and Culture-2b will reduce the impacts associated with possible disturbance of unidentified paleontological resources, archaeological resources, tribal resources, or unidentified human remains at the Project site to a level of ***less than significant***. As will be noted on the mitigation monitoring and reporting program for the project, local Tribe Wilton Rancheria has indicated they should contacted if Native American artifacts and/or human remains are uncovered during ground disturbance at the site, as is required per the measures above.

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GEOLOGY AND SOILS

INTRODUCTION

This chapter summarizes geologic and geotechnical aspects of the site as they relate to the Project.

This chapter utilizes information from the following reports prepared for this Project or analysis:

Geotechnical Engineering Report, Cambria Hotel, Pleasant Hill, California, prepared for the applicant by Terracon Consultants, Inc. and dated July 6, 2018, included as Appendix F.

KNOWN CONCERNS

There are no known concerns related to this topic.

ENVIRONMENTAL SETTING

SEISMIC HAZARDS

The site is in a region of high seismic activity and is expected to be subjected to major shaking during the design life of the project. Seismic hazards commonly investigated for projects in the site vicinity include strong-ground shaking, soil liquefaction, and lateral spreading.

Strong Ground Shaking

The San Francisco Bay Area is a seismically active region. The Project site and region will likely be subjected to strong to violent seismically induced ground shaking within the design life of the development. The site is located in an area of active regional seismicity near active seismic sources.

According to a recent study completed by the Working Group on California Earthquake Probabilities (WGCEP)[1], which assesses the probability of earthquakes in the San Francisco Bay Area, there is a 72 percent probability that an earthquake of Magnitude 6.7 or greater will strike within the life of the Project improvements.

Liquefaction

Soil liquefaction is a condition in which saturated, granular soils undergo a substantial loss of strength and deformation due to pore pressure increase resulting from cyclic stress application induced by

[1] Working Group on California Earthquake Probabilities (WGCEP), 2016, Earthquake Probabilities in the San Francisco Bay Region: 2014–2043, U.S. Geological Survey Fact Sheet 2016-3020.

earthquakes. In the process, the soil acquires mobility sufficient to permit both horizontal and vertical movements if the soil mass is not confined. Soils most susceptible to liquefaction are saturated, loose, clean, uniformly-graded, and fine-grained sand deposits. If liquefaction occurs, foundations resting on or within the liquefiable layer may undergo settlements. This will result in reduction of foundation stiffness and capacity.

Lateral Spreading

Lateral spreading is a consequence of liquefaction, which results in lateral movement toward a slope.

REGIONAL GEOLOGY AND SEISMICITY

Pleasant Hill lies mostly atop geologically recent (Quaternary) clays and clay loams deposited by stream activity. This alluvium is older (Pleistocene and Pliocene-Pleistocene) in west Pleasant Hill, and younger (Holocene) in the eastern area of the city where stream activity is more prevalent. The hilly areas of the city represent outcrops of older volcanic and sedimentary bedrock.

Seismicity of the region has resulted in several major earthquakes during the historic period, including the 1868 Hayward Earthquake, the 1906 San Francisco Earthquake, and most recently, the 1989 Loma Prieta Earthquake.

There are major active faults within 15 miles of the city, including the Concord Fault, which lies about one mile northeast of the city, and the Calaveras and Hayward faults, which pass about 7.5 miles southeast and 11 miles southwest of Pleasant Hill, respectively. Other local faults are considered to be inactive and insignificant, including the possible ancestral trace of the Calaveras Fault that runs north-south through the eastern part of the city. Most of the city is underlain by Quaternary alluvium Holocene (Qh) sediments near streams that are susceptible to liquefaction.

SITE GEOLOGY AND SOILS

A geotechnical investigation was completed for the Project. The site is relatively flat. Much of the site is overlain by pavement sections consisting of 2-6 inches of asphalt concrete over 3 to 9 inches of aggregate base. Surface/underlying soils consists of interbedded layers of stiff lean clay with varying amounts of silt and sand, stiff to very stiff fat clay, and very loose to medium dense sand with varying amounts of silt and clay to a maximum depth explored of 26½ feet below ground surface. Groundwater was encountered at depths as shallow as 13 feet below ground surface, though groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors and had previously been encountered as shallow as 10 feet below ground surface.[2]

REGULATORY SETTING

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The California Legislature passed the Alquist-Priolo Earthquake Fault Zoning Act in 1972 to mitigate the hazard of surface faulting to structures[3] for human occupancy. The Act's main purpose is to

[2] Terracon Consultants, July 6, 2018, Geotechnical Engineering Report, Cambria Hotel.

[3] California Division of Mines and Geology, 1997 revision, *Fault-Rupture Hazard Zones in California*, DMG Special Publication 42.

prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. Local agencies must regulate most development in fault zones established by the State Geologist. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, the city or county with jurisdiction must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active or potentially active faults.

CALIFORNIA SEISMIC HAZARDS MAPPING ACT

The California Seismic Hazards Mapping Act of 1990 (California Public Resources Code Sections 2690-2699.6) addresses seismic hazards other than surface rupture, such as liquefaction and seismically induced landslides. The Seismic Hazards Mapping Act specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

CALIFORNIA BUILDING CODE

Title 24 of the California Code of Regulations, also known as the California Building Standards Code, sets minimum requirements for building design and construction.

In the context of earthquake hazards, the California Building Standards Code's design standards have a primary objective of assuring public safety and a secondary goal of minimizing property damage and maintaining function during and following seismic events.[4]

NPDES PERMIT REQUIREMENTS

The CWA has nationally regulated the discharge of pollutants to the waters of the U.S. from any point source since 1972. In 1987, amendments to the CWA added section 402(p), which established a framework for regulating non-point source (NPS) storm water discharges under the National Pollutant Elimination System (NPDES). Under the program, the Project applicant will be required to comply with two NPDES permit requirements.

The Project applicant will be required to comply with the National Pollutant Elimination System (NPDES) General Construction Permit Requirements, including a site-specific plan called the Stormwater Pollution Prevention Plan (SWPPP) for construction activities and Provision C.3 of the NPDES permit that requires the flow of stormwater and stormwater pollutants to be controlled. This is discussed in more detail in Chapter 12: Hydrology.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

According to CEQA Guidelines, exposure of people or structures to major geological hazards is considered a significant adverse impact. The potential geologic, geotechnical, and seismic effects of the

[4] Bonneville, David New Building Code Provisions and Their Implications for Design and Construction in California (abstract), 2007, obtained from http://www.consrv.ca.gov/cgs/smip/docs/seminar/SMIP07/Pages/Paper12_Bonneville.aspx

proposed Project can be considered from two points of view: (1) construction impacts; and, (2) geologic hazards to people or structures. The basic criterion applied to the analysis of construction impacts is whether construction of the Project will create unstable geologic conditions that would last beyond the short-term construction period. The analysis of geological hazards is based on the degree to which the site geology could produce hazards to people or structures from earthquakes, ground shaking, ground movement, fault rupture, or other geologic hazards, features or events.

According to CEQA Guidelines, the project would have a significant environmental impact if it were to:

1. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury or death involving

    a. 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;

    b. strong seismic ground shaking;

    c. seismic-related ground failure, including liquefaction;

    d. landslides;

2. Result in substantial soil erosion or the loss of topsoil;

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

4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life and property;

5. 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;

6. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

SEISMIC HAZARDS

Impact Geo-1: **Seismic Hazards.** The Project is located in a seismically active region and likely to be subject to strong seismic shaking during the life of the improvements. However, the site is not located in a fault zone or landslide hazard area, the potential for liquefaction of the soil is low, and the Project will be built in accordance with California Building Code Seismic Design Parameters. Therefore, the impact related to seismic hazards would be ***less than significant***.

The Project site is relatively flat and is not located proximate to a hillside that could be a source of landslide materials.

A number of active and potentially active faults are present in the larger region. However, the site is not located within a mapped Alquist-Priolo fault zone, so the risk of a surface fault rupture is considered low. [5]

The Project has been designed according to applicable California Building Code Seismic Design Parameters for the site's soil type, which are intended to reduce potential risk related to strong seismic ground shaking.[6] As a part of the required approval process for any project, the applicant will be required to obtain a building permit through the City of Pleasant Hill and demonstrate adherence to seismic design criteria.

The liquefaction analysis performed as part of the geotechnical investigation for the Project concluded that the potential for liquefaction at the site is low due to the cohesive nature and thickness of the non-liquefiable soils across the surface of the site and therefore would not represent a significant risk.

Therefore, the Project would have a less than significant impact related to seismic hazards including surface fault rupture, landslides, strong seismic ground shaking, and seismic-induced liquefaction.

EROSION OR LOSS OF TOPSOIL

Impact Geo-2: **Construction-Period Soil Erosion.** Demolition of existing structures and pavements could expose underlying soil to the elements. Excavation of soil for construction of new buildings and pavement sections would also be performed and temporary stockpiles of loose soil will be created. Soils exposed during site grading would be subject to erosion during storm events. This is a ***potentially significant*** impact.

Mitigation Measure

Geo-2: **Construction-Period Stormwater Pollution Prevention Plan (SWPPP).** The Project applicant shall prepare and implement a SWPPP for the proposed construction period. The SWPPP and Notice of Intent (NOI) must be submitted to the State Water Resources Control Board to receive a Construction General Permit. The plan shall address National Pollutant Discharge Elimination System (NPDES) requirements, include applicable monitoring, sampling and reporting, and be designed to protect water quality during construction. The Project SWPPP shall include "Best Management Practices" (BMPs) as required by the State and Contra Costa County Clean Water Program for preventing stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control.

Implementation of a construction-period stormwater pollution prevention plan, as required by mitigation measure **Geo-2** will reduce the impact of substantial soil erosion and loss of topsoil to ***less than significant with mitigation*** by the implementation of the Best Management Practices to stabilize soil and control sediment, wind erosion and soil tracking and performing applicable monitoring, sampling and reporting.

[5] Terracon Consultants, July 6, 2018, Geotechnical Engineering Report, Cambria Hotel.

[6] Ibid.

UNSTABLE OR EXPANSIVE SOILS

Impact Geo-3: **Compressible and Expansive Soils.** The Project is located on sandy soils that could be susceptible to excessive settlement/consolidation under planned loading conditions and on clay soils that have the potential to swell with moisture and could damage the building slab. However, Project construction plans include over-excavation of the building pad and fill with engineered soil. Therefore, the impact related to compressible and expansive soils would be ***less than significant***.

The geotechnical report for the Project concluded that the primary geotechnical concerns on the site are the compressible and/or expansive nature of the sandy soils and surface clay soils. Settlement/consolidation and/or volume changes related to variations in moisture content could damage the building slab. The report recommended over-excavation of the building pad and fill with non-expansive soil.[7] The Project construction plans include over-excavation of the building pad and fill with non-expansive soil to protect the building slab from the swell pressures of the expansive clay soils. The Project as planned would appropriately address compressible and expansive soils on site and the impact would be less than significant.

As the site and surrounding are relatively level ground the potential for lateral spreading and landslides are considered low, as are other potential unstable conditions at the site. [8]

CAPABILITY OF SOILS TO SUPPORT SEPTIC TANKS

The Project site is part of the local sewer system and the Project does not propose to build any septic tanks or alternate waste disposal systems. Therefore, there is ***no impact*** related to soils incapable of supporting septic systems.

UNIQUE PALEONTOLOGICAL RESOURCE OR GEOLOGICAL FEATURE

The Project site has been previously developed, is generally flat, and does not represent a unique geological feature. Therefore, there is ***no impact*** related to unique geological features.

There are no known paleontological resources at the Project site. The site soils are mapped as Quaternary Alluvium (Qa), which consists of alluvial gravel, sand and clay of valley areas.[9] This type of soil has some potential for containing paleontological resources depending on the age of the soil, which is not available. Therefore, it is considered possible that the soils contain paleontological resources. However, the site is previously developed and construction activities are likely to be confined to areas of previously disturbed soils, which limits the potential for discovery of unknown paleontological resources. The potential to discover paleontological resources is addressed under impact Culture-2 and mitigation measure Culture-2a in Chapter 8 of this document, resulting in a ***less than significant impact with mitigation***.

[7] Terracon Consultants, July 6, 2018, Geotechnical Engineering Report, Cambria Hotel.

[8] Ibid

[9] Terracon Consultants, July 6, 2018, Geotechnical Engineering Report, Cambria Hotel.

10

GREENHOUSE GAS EMISSIONS

INTRODUCTION

This section utilizes information from the following reports prepared for this Project or analysis:

Cambria Hotel Air Quality and Community Health Risk Assessment dated October 17, 2018, prepared for this analysis by Illingworth & Rodkin, Inc. (included in Appendix C).

KNOWN CONCERNS

There are no known concerns related to this topic specifically though comments on the NOP included calls for solar power, which could relate to emissions from energy use. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

SETTING

The overwhelming consensus from scientists around the world is that climate change is a reality, with human activities its primary cause. Due largely to the combustion of fossil fuels, atmospheric concentrations of carbon dioxide (CO_2), the principal anthropogenic greenhouse gas, are at a level unequaled for at least the last 800,000 years. Greenhouse gases from human activities, such as burning of fossil fuels for use in buildings and transportation and methane production from agricultural practices, are trapping more of the sun's heat in the earth's atmosphere and warming the earth. Over the last century, average global temperatures rose by more than 1°F, and some regions warmed by as much as 4°F, with predictions for continued temperature increases in the coming years.

The U.S. EPA has recently concluded that scientists know *with virtual certainty* that:

"Human activities are changing the composition of Earth's atmosphere. Increasing levels of greenhouse gases like CO_2 in the atmosphere since pre-industrial times are well documented and understood.

- The atmospheric buildup of CO_2 and other greenhouse gases is largely the result of human activities such as the burning of fossil fuels.
- A warming trend of approximately 0.7 to 1.5°F occurred during the 20th century. Warming occurred in both the northern and southern hemispheres, and over the oceans.
- The major greenhouse gases emitted by human activities remain in the atmosphere for periods ranging from decades to centuries. It is, therefore, virtually certain that atmospheric concentrations of greenhouse gases will continue to rise over the next few decades. Increasing greenhouse gas

concentrations tend to warm the planet."[1] At the same time, there is much uncertainty concerning the magnitude and rate of the warming. Specifically, the U.S. EPA notes that "important scientific questions remain about how much warming will occur; how fast it will occur; and how the warming will affect the rest of the climate system, including precipitation patterns and storms. Answering these questions will require advances in scientific knowledge in a number of areas:

- Improving understanding of natural climatic variations, changes in the sun's energy, land-use changes, the warming or cooling effects of pollutant aerosols, and the impacts of changing humidity and cloud cover.
- Determining the relative contribution to climate change of human activities and natural causes.
- Projecting future greenhouse emissions and how the climate system will respond within a narrow range.
- Improving understanding of the potential for rapid or abrupt climate change."[2]

GREENHOUSE GASES

Carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone, and water vapor (H_2O) are the principal GHGs, and when concentrations of these gases exceed the natural concentrations in the atmosphere, the greenhouse effect may be enhanced. Without these GHGs, Earth's temperature would be too cold for life to exist. CO_2, CH_4, and N_2O occur naturally, as well as through human activity. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely byproducts of fossil fuel combustion, whereas CH_4 results from off gassing associated with agricultural practices and landfills. Human-made GHGs–with much greater heat-absorption potential than CO_2–include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6), which are byproducts of certain industrial processes.[3]

The Global Warming Potential (GWP) concept is used to compare the ability of each GHG to trap heat in the atmosphere relative to CO_2, which, after water vapor, is the most abundant GHG. CO_2 has a GWP of 1, expressed as CO_2 equivalent (CO_2e). Other GHGs, such as methane and nitrous oxide are commonly found in the atmosphere at much lower concentrations, but with higher warming potentials, having CO_2e ratings of 21 and 310, respectively. Trace gases such as chlorofluorocarbons and hydro chlorofluorocarbons, which are halocarbons that contain chlorine, have much greater warming potential. Fortunately these gases are found at much lower concentrations and many are being phased out as a result of global efforts to reduce destruction of stratospheric ozone. In the United States in 2008, CO_2 emissions account for about 82 percent of the GHG emissions, followed by methane at about 10 percent and nitrous oxide at just under 3 percent, with trace GHGs making up the remainder.[4]

[1] U.S. EPA, 2000, op. cit.
[2] U.S. EPA, 2000, op. cit.
[3] CalEPA, 2006b. *Final 2006 Climate Action Team Report to the Governor and Legislature.* Sacramento, CA. April 3.
[4] *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2015*. U.S. EPA. April 15, 2017, Table 2-1: Recent Trends in U.S. Greenhouse Gas Emissions and Sinks.

POTENTIAL EFFECTS OF HUMAN ACTIVITY ON GHG EMISSIONS

As mentioned above, the primary GHG generated by human activity is CO_2. Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations).

Global Emissions. Global estimates are based on country inventories developed as part of

programs of the United Nations Framework Convention on Climate Change (UNFCCC). Worldwide emissions of GHGs in 2004 were 27 billion tons of CO_2e per year.[5]

U.S. Emissions. In 2010, the United States emitted about 1,633 million metric tons of CO_2e or about 4 metric tons/year/person. Of the four major sectors nationwide—residential, commercial, industrial and transportation—transportation accounts for the highest fraction of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion.[6]

State of California Emissions. In 2013, California emitted approximately 459 million gross metric tons of CO_2e. Transportation was the source of 37 percent of the state's GHG emissions; followed by industrial sources at 23 percent and electricity generation at 20 percent (CARB, 2015). California has one of the fourth lowest per capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise.[7] Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states.

The California EPA Climate Action Team stated in its March, 2006, report that the composition of gross climate change pollutant emissions in California in 2002 (expressed in terms of CO_2 equivalence) were as follows:

- Carbon dioxide (CO_2) accounted for 83.3 percent;
- Methane (CH_4) accounted for 6.4 percent;
- Nitrous oxide (N_2O) accounted for 6.8 percent; and
- Fluorinated gases (HFCs, PFC, and SF_6) accounted for 3.5 percent.[8]

Bay Area Emissions. BAAQMD most recently updated the GHG emission inventory in 2015, as presented in the 2017 Clean Air Plan, with total emissions of 85 million $MTCO_2$e. In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area's GHG emissions, accounting for 41%

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[5] United Nations Framework Convention on Climate Change (UNFCCC), *Sum of Annex I and Non-Annex I Countries Without Counting Land-Use, Land-Use Change and Forestry (LULUCF). Predefined Queries: GHG total without LULUCF* (Annex I Parties). Bonn, Germany, http://unfccc.int/ghg_emissions_data/predefined_queries/items/3814.php.

[6] U.S. EPA, 2000, op. cit.

[7] California Energy Commission (CEC), Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 - Final Staff Report, publication # CEC-600-2006-013-SF, Sacramento, CA, December 22, 2006; and January 23, 2007 update to that report.

[8] CalEPA, 2006b, op. cit.

of the Bay Area's emissions in 2015. Stationary sources were the second largest contributors of GHG emissions with about 26% of total emissions. Buildings account for about 10% of the Bay Area's GHG emissions, and energy production accounted for 14% percent. Emissions related to fugitive gasses, waste, and agriculture make us the remainder with approximately 4%, 3%, and 1% of the total Bay Area 2015 GHG emissions, respectively. [9]

POTENTIAL EFFECTS OF GLOBAL CLIMATE CHANGE

Global Effects

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming is taking place, including substantial ice loss in the Arctic. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects, according to the IPCC.

- Snow cover is projected to contract, with permafrost areas sustaining thawing.
- Sea ice is projected to shrink in both the Arctic and Antarctic.
- Hot extremes, heat waves, and heavy precipitation events are likely to increase in frequency.
- Future tropical cyclones (typhoons and hurricanes) will likely become more intense.
- Non-tropical storm tracks are projected to move poleward, with consequent changes in wind, precipitation, and temperature patterns. Increases in the amount of precipitation are very likely in high-latitudes, while decreases are likely in most subtropical regions.
- Warming is expected to be greatest over land and at most high northern latitudes, and least over the Southern Ocean and parts of the North Atlantic Ocean.

Potential secondary effects from global warming include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

Effects on the State of California

According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[10] Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale.

[9] Bay Area Air Quality Management District, *Clean Air Plan 2017: Spare the Air, Cool the Climate,* Adopted April 2017.

[10] California Air Resources Board (CARB), 2006c. *Public Workshop to Discuss Establishing the 1990 Emissions Level and the California 2020 Limit and Developing Regulations to Require Reporting of Greenhouse Gas Emissions*, Sacramento, CA. December 1.

Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts. In addition, projecting regional impacts of climate change and variability relies on large-scale scenarios of changing climate parameters, using information that is typically at too general a scale to make accurate regional assessments.[11]

Below is a summary of some of the potential effects reported in an array of studies that could be experienced in California as a result of global warming and climate change:

- Air Quality – Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. For other pollutants, the effects of climate change and/or weather are less well studied, and even less well understood.[12] If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat related deaths, illnesses, and asthma attacks throughout the State.[13]

- Water Supply – Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. For example, models that predict drier conditions (i.e., parallel climate model [PCM]) suggest decreased reservoir inflows and storage and decreased river flows, relative to current conditions. By comparison, models that predict wetter conditions (i.e., HadCM2) project increased reservoir inflows and storage, and increased river flows.[14]

- Hydrology – As discussed above, climate change could potentially affect the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could also jeopardize California's water supply. In particular, saltwater intrusion would threaten the quality and reliability of the state's major fresh water supply that is pumped from the southern portion of the Sacramento/San Joaquin River Delta. Increased storm intensity and frequency could affect the ability of flood-control facilities (including levees) to handle storm events. Sea levels are projected to rise in the Bay up to an additional 55 inches by the end of the century as global climate change continues. Sea level rise of this magnitude would increasingly threaten California's coastal regions with more intense coastal storms, accelerated coastal erosion, threats to vital levees, and disruption

[11] Kiparsky, M. and P.H. Gleick, 2003. *Climate Change and California Water Resources: A Survey and Summary of the Literature*. Oakland, CA: Pacific Institute for Studies in Development. July.

[12] U.S. EPA, 2007, op. cit.

[13] California Climate Change Center (CCCC), *Our Changing Climate: Assessing the Risks to California*, CEC-500-2006-077, July 2006.

[14] Brekke, L.D., et al, 2004. "Climate Change Impacts Uncertainty for Water Resources in the San Joaquin River Basin, California." *Journal of the American Water Resources Association*. 40(2): 149–164. Malden, MA, Blackwell Synergy for AWRA.

of inland water systems, wetlands, and natural habitats. Residents may also be affected if wastewater treatment is compromised by inundation from rising sea levels, given that a number of treatment plants discharge to the Bay.[15]

- Agriculture – California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. The California Climate Change Center (CCCC) notes that higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year that certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.[16]

- Ecosystems and Wildlife – Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. In 2004, the Pew Center on Global Climate Change released a report examining the possible impacts of climate change on ecosystems and wildlife.[17] The report outlines four major ways in which it is thought that climate change could affect plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage.

REGULATORY SETTING

FEDERAL

U.S. Environmental Protection Agency (U.S. EPA)

On December 9, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA, which states that the U.S. EPA Administrator should regulate and develop standards for "emission[s] of air pollution from any class or classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare." The final rule was effective January 14, 2010. The rule addresses two distinct findings: Endangerment Finding and Cause or Contribute Finding.

Under the Endangerment Finding, the Administrator found that the current and projected concentrations of the six key GHGs (i.e., CO_2, CH_4, N_2O, HFCs, perflurorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, the Administrator found that the combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to GHG pollution which threatens public health and welfare.

[15] Association of Bay Area Governments and Metropolitan Transportation Commission, *Plan Bay Area 2040*. Adopted July 18, 2013.

[16] California Climate Change Center (CCCC), 2006, op. cit.

[17] Parmesan, C. and H. Galbraith, *Observed Impacts of Global Climate Change in the U.S.*, Arlington, VA: Pew Center on Global Climate Change, November 2004.

To date, the U.S. EPA has not regulated GHGs under the Clean Air Act (discussed above) based on its assertion in *Massachusetts et al. v. EPA et al.*[18] that the "Clean Air Act does not authorize it to issue mandatory regulations to address global climate change and that it would be unwise to regulate GHG emissions because a causal link between GHGs and the increase in global surface air temperatures has not been unequivocally established." However, in the same case (*Massachusetts v. EPA*), the U.S. Supreme Court held that the U.S. EPA can, and should, consider regulating motor-vehicle GHG emissions.

STATE OF CALIFORNIA

CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, California has passed laws directing CARB to develop actions to reduce GHG emissions, and several state legislative actions related to climate change and GHG emissions have come into play in the past decade.

State of California Executive Orders

Executive Order S-3-05. In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Arnold Schwarzenegger issued Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-1-07. Executive Order S-1-07, which was signed by then- Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It established a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the LCFS. The LCFS will reduce GHG emissions from the transportation sector in California by about 16 million metric tons in 2020.

Executive Orders S-14-08 and S-21-09. In November 2008, then-Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Portfolio Standard to 33% renewable power by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21- 09, which directs CARB under its AB 32 authority to enact regulations to help the state meet its Renewable Portfolio Standard goal of 33% renewable energy by 2020.

[18] U.S. Supreme Court, *Massachusetts et al. v. EPA et al.* (No. 05-1120, 415F 3d 50), April 2, 2007.

Executive Order S-13-08. Governor Arnold Schwarzenegger signed EO S-13-08 on November 14, 2008. The order called on state agencies to develop California's first strategy to identify and prepare for expected climate impacts. As a result the 2009 California Climate Adaptation Strategy (CAS) report was developed to summarize the best known science on climate change impacts in the State to assess vulnerability and outline possible solutions that can be implemented within and across State agencies to promote resiliency. The State has also developed an Adaptation Planning Guide[19] to provide a decision-making framework intended for use by local and regional stakeholders to aid in the interpretation of climate science and to develop a systematic rationale for reducing risks caused or exacerbated by climate change. The State's third major assessment on climate change explores local and statewide vulnerabilities to climate change, highlighting opportunities for taking concrete actions to reduce climate-change impacts.

Executive Order B-30-15. Governor Brown signed EO-B-30-15 on April 29, 2015, establishing a statewide GHG reduction target of 40% below 1990 levels by 2030, as an interim target intended to keep the state on track to achieve S-3-05's target of 80% below 1990 levels by 2050.

State of California Legislation

Assembly Bill 1493. In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, in 2004 CARB approved amendments to the California Code of Regulations (CCR) adding GHG emissions standards to California's existing standards for motor vehicle emissions. All mobile sources are required to comply with these regulations as they are phased in from 2009 through 2016.

Assembly Bill 32 – California Global Warming Solutions Act and the Scoping Plan.[20] In September 2006, then-Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act (AB 32; California Health and Safety Code Division 25.5, §§ 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop

[19] California Department of Natural Resources, *California's Water- Energy Relationship*, 2012.

[20] California Air Resources Board, *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32*, Published May 2015.

tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. According to CARB's Climate Change Scoping Plan, the 2020 target of 427 million metric tons of CO_2e requires the reduction of 169 million metric tons of CO_2e, or approximately 28.3 percent, from the state's projected 2020 business-as-usual (BAU) emissions level of 596 million metric tons of CO_2e. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. In May 2014, the First Update to the AB 32 Scoping Plan was approved by the Board. This document includes expanded analysis of project alternatives as well as updates the 2020 emission projections in light of the current economic forecasts. Considering the updated 2020 BAU estimate of 509 million metric tons of CO_2e, a 16 percent reduction below the estimated BAU levels would be necessary to return to 1990 levels by 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors, i.e. transportation, electrical power, commercial, residential, industrial etc. CARB is proposing to update the number for the 2020 limit based on the updated GWPs from the IPCC's Fourth Assessment. Then new statewide target, weighting the 1990 emissions with 100-year GWPs is 431 $MTCO_2e$, an approximate 1% increase from the original target of 427 $MTCO_2e$.

CARB's Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the state's GHG inventory. CARB's Scoping Plan expects reductions in GHG emissions to be achieved from the following sector-based measures:

- Energy – 25 $MTCO_2e$
- Transportation – 23 $MTCO_2e$
- High GWP – 5 $MTCO_2e$
- Waste – 2 $MTCO_2e$
- Cap and Trade – 23 $MTCO_2e$

CARB has identified a GHG reduction target of 5 million metric tons (of the 174 million metric ton total) for local land use changes (Table 2 of CARB's Scoping Plan).Such reductions may be achieved as Senate Bill (SB) 375 is implemented. CARB's Scoping Plan states that successful implementation of the plan relies on local governments' land use, planning, and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. CARB's Scoping Plan does not include any direct discussion about GHG emissions generated by construction activity. CARB's Scoping Plan expands the list of nine Discrete Early Action Measures to a list of 39 Recommended Actions contained in Appendices C and E of CARB's Scoping Plan.

Senate Bills 1078 and 107. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least

20% of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill 97. In 2007, the State Legislature passed SB 97, which required amendment of the CEQA Guidelines to incorporate analysis of, and mitigation for, GHG emissions from projects subject to CEQA. The California Natural Resources Agency adopted these amendments on December 30, 2009. They took effect on March 18, 2010, after review by the Office of Administrative Law and filing with the Secretary of State for inclusion in the California Code of Regulations.

The Guidelines revisions include a new section (§ 15064.4) that specifically addresses the potential significance of GHG emissions. § 15064.4 calls for a "good-faith effort" to "describe, calculate or estimate" GHG emissions. § 15064.4 further states that the analysis of the significance of any GHG impacts should include consideration of the extent to which the project would increase or reduce GHG emissions; exceed a locally applicable threshold of significance; and comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." The new guidelines also state that a project may be found to have a less-than-significant impact on GHG emissions if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (Sec. 15064(h)(3)). Importantly, however, the CEQA Guidelines do not require or recommend a specific analytical methodology or provide quantitative criteria for determining the significance of GHG emissions. No quantitative significance threshold is included in the Amendments. The Amendments also include a new Subdivision 15064.7(c) which clarifies that in developing thresholds of significance, a lead agency may appropriately review thresholds developed by other public agencies, or recommended by other experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

Senate Bill 375. Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, the ARB approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). The ARB may update the targets every 4 years and must update them every 8 years. MPOs in turn must demonstrate how their plans, policies and transportation investments meet the targets set by the ARB through Sustainable Communities Strategy. The current target reductions for the Bay Area are a regional reduction of per-capita CO_2 emissions from cars and light-duty trucks by 10% by 2020 and by 19% by 2035, compared to a 2005 baseline. ABAG addresses these goals in Plan Bay Area, which identifies Priority Development areas near transit options to reduce use of on-road vehicles.

Senate Bill X 1-2. Senate Bill X1-2, signed by Governor Edmund G. Brown in April 2011, enacted the California Renewable Energy Resources Act. The law obligates all California electricity providers, including investor-owned and publicly-owned utilities, to obtain at least 33% of their energy from renewable resources by the year 2020.

Senate Bill 350. The Clean Energy and Pollution Reduction Act of 2015. SB 350 (Chapter 547, Statutes of 2015) was approved by Governor Brown on October 7, 2015. SB 350 increased the standards of the California Renewable Portfolio Standards (RPS) program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased from 33 percent to 50 percent by December 31. 2030. The Act requires the State Energy Resources Conservation and Development Commission to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in existing electricity and natural gas final end uses of retail customers by January 1, 2030.

Senate Bill 32. In 2016, as a follow-up to AB 32 discussed above, SB 32 codified the target of 40 percent reduction below 1990 levels by 2030 and directed State regulatory agencies to develop rules and regulations to meet the 2030 State target.

CARB has released a proposed 2017 update to the Scoping Plan but has not yet formally adopted the update. Key components of the overall approach of the update include extending the cap-and-trade program through 2030 and reevaluating applicability to support greater direct GHG emissions reductions, targeting a 20 percent reduction in GHG emissions from the refinery sector, continued investment in renewable energy, efforts to reduce emissions of short-lived climate pollutants, and increased focus on zero- and near-zero emission vehicle technologies.

State of California Building Codes

California Building and Energy Efficiency Standards (Title 24). Title 24, Part 6 of the California Code of Regulations (CCR) requires that the design of building shells and building components conserve energy. These standards are updated periodically to consider and incorporate new energy efficiency technologies and methods. Residential buildings built to 2016 Title 24 Standards, which will go in effect on January 1, 2017, will use about 28 percent less energy for lighting, heating, cooling, ventilation, and water heating compared to the 2013 Title 24 Standards, which went into effect on January 1, 2014. The 2013 Standards are approximately 24 percent more energy efficient for residential buildings, and 30 percent more energy efficient for nonresidential buildings, compared to the previous 2008 Building and Energy Efficiency Standards.[21]

California Green Building Standards

California Green Buildings Standards Code (CALGreen). On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24) was adopted as part of the California Building Standards Code (Title 24, CCR), known as CALGreen. The 2010 edition of the code established voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air quality. The mandatory provisions of the code became effective January 1, 2011. CALGreen refers to the mandatory Building Standards described above, and also includes voluntary Tier 1 and Tier 2 programs for cities and counties that wish to adopt more stringent green building requirements

REGIONAL AND LOCAL

Metropolitan Transportation Commission/Association of Bay Area Governments Sustainable Communities Strategy.

The Metropolitan Transportation Commission (MTC) is the federally recognized metropolitan planning organization for the nine county Bay Area, which includes Contra costa County and the City of Pleasant Hill. In July 2017, the Plan Bay Area 2040 was jointly approved by ABAG's Executive Board and by MTC as a strategic update to the previous Plan Bay Area (2013). The Plan includes the region's Sustainable Communities Strategy and the 2040 Regional Transportation Plan. The Sustainable Communities Strategy lays out how the region will meet GHG reduction targets set by the California

[21] California Energy Commission, *2016 Building Energy Efficiency Standards, CA*, available at http://www.energy.ca.gov/title24/2016standards/.

Air Resources Board. CARB's targets call for the region to reduce per capita vehicular GHG emissions 15 percent by 2040 from a 2005 baseline.

Bay Area Air Quality Management District

The Project site falls within the San Francisco Bay Area Air Basin and therefore under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). BAAQMD provides a document titled *California Environmental Quality Act Air Quality Guidelines* ("Guidelines"), which provides guidance for consideration by lead agencies, consultants, and other parties evaluating air quality impacts in the San Francisco Bay Area Air Basin conducted pursuant to CEQA. The document includes guidance on evaluating and mitigating greenhouse gas emissions impacts. The most recent version of the Guidelines is dated May 2017. The updated CEQA Guidelines revised significance thresholds, assessment methodologies, and mitigation strategies for criteria pollutants, air toxics, odors, and greenhouse gas emissions.

In 1991, BAAQMD, together with MTC and ABAG prepared the Bay Area 1991 Clean Air Plan or CAP. This air quality plan addresses the California Clean Air Act. The 2017 Clean Air Plan includes a multi-pollutant strategy represented by 85 control strategies to simultaneously reduce emissions and ambient concentrations of ozone, fine particulate matter, toxic air contaminants, as well as greenhouse gases that contribute to climate change. [22]

The CAP includes the Bay Area's first-ever comprehensive Regional Climate Protection Strategy (RCPS), which identifies potential rules, control measures, and strategies that the BAAQMD can pursue to reduce GHG in the Bay Area. Measures of the 2017 CAP addressing the transportation sector are in direct support of Plan Bay Area, which was prepared by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) and includes the region's Sustainable Communities Strategy and the 2040 Regional Transportation Plan. Highlights of the Draft 2017 Clean Air Plan control strategy include:

- Limit Combustion: Develop a region-wide strategy to improve fossil fuel combustion efficiency at industrial facilities, beginning with the three largest sources of industrial emissions: oil refineries, power plants, and cement plants.
- Stop Methane Leaks: Reduce methane emissions from landfills and oil and natural gas production and distribution.
- Reduce Exposure to Toxics: Reduce emissions of toxic air contaminants by adopting more stringent limits and methods for evaluating toxic risks at existing and new facilities.
- Put a Price on Driving: Implement pricing measures to reduce travel demand.
- Advance Electric Vehicles: Accelerate the widespread adoption of electric vehicles.
- Promote Clean Fuels: Promote the use of clean fuels and low or zero carbon technologies in trucks and heavy-duty vehicles.
- Accelerate Low Carbon Buildings: Expand the production of low-carbon, renewable energy by promoting on-site technologies such as rooftop solar and ground-source heat pumps.
- Support More Energy Choices: Support community choice energy programs throughout the Bay Area.
- Make Buildings More Efficient: Promote energy efficiency in both new and existing buildings.

[22] Bay Area Air Quality Management District, *Clean Air Plan 2017: Spare the Air, Cool the Climate*, Adopted April 2017.

- Make Space and Water Heating Cleaner: Promote the switch from natural gas to electricity for space and water heating in Bay Area buildings.

To achieve the goals of the CAP, it identifies 85 emissions control measures for implementation by BAAQMD in collaboration with local government agencies, the business community, and Bay Area residents. The control measures target the following emissions sources:

- Stationary sources (40 measures);
- Transportation (23 measures);
- Energy (2 measures);
- Buildings (4 measures);
- Agriculture (4 measures);
- Natural and working lands (3 measures);
- Waste management (4 measures);
- Water (2 measures);
- Super-GHGs (3 measures); and
- Further study (miscellaneous stationary, building, and agriculture sources) (11 measures).

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines (Environmental Checklist) contains a list of air quality effects that may be considered significant. Implementation of the Project would have a significant effect on the environment if it were to:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The CEQA Guidelines state that, where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. Therefore, the 2017 BAAQMD CEQA Air Quality Guidelines have been used in this analysis.

GREENHOUSE GAS EMISSIONS

BAAQMD has determined that GHG emissions and global climate change represent cumulative impacts. No single project could generate enough GHG emissions to noticeably change the global average temperature, but the combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. In developing thresholds of significance for GHG emissions, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse GHG emissions impacts.

In June 2010 the Bay Area Air Quality Management District (BAAQMD) adopted the new thresholds, which are included in the latest 2017 BAAQMD CEQA Air Quality Guidelines used for this analysis. If a project is located in a community with an adopted qualified GHG Reduction Strategy, the project may be considered less than significant if it is consistent with the GHG Reduction Strategy. Pleasant

Hill does not have an adopted GHG Reduction Strategy, so this threshold cannot be used. In the absence of a GHG Reduction Strategy, a project can be compared to a quantitative threshold.

BAAQMD provides two alternative quantitative thresholds, a brightline threshold of 1,100 MT of CO_2e per year to assess smaller projects or an efficiency-based threshold of 4.6 MT CO_2e per Service Population (SP) per year to assess larger projects. BAAQMD defines the SP as the number of residents and employees generated by the project, so this is most useful for analysis of projects involving residential and/or office components. Since the proposed Project is relatively small and does not include residential or office components, it is compared against the brightline threshold of 1,100 MT of CO_2e per year.

Impact GHG-1: **Increased GHG Emissions.** Construction and operation of the proposed Project would be additional sources of GHG emissions, primarily through consumption of fuel for transportation and energy usage on an ongoing basis. However, the GHG emissions level would be below applicable significance thresholds and would therefore be a ***less-than-significant*** impact.

As discussed above, the Project would have a significant environmental impact if it would exceed BAAQMD's GHG emissions threshold of more than 1,100 metric tons per year of CO_2e. The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. Specifics of the CalEEMod modeling and results are included as Appendix C.

During construction of the project, greenhouse gases would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. Per standard procedures for analysis, quantification of construction has been assessed with the operational analysis below.

Operationally, greenhouse gases would be emitted through building operation including use of landscaping equipment and the distribution, consumption, and/or disposal of energy, water, and waste as well as emission from vehicles traveling to and from the site.

TABLE 10.1: NET INCREASE IN ANNUAL OPERATIONAL GHG EMISSIONS

Emission Sources:	**$MTCO^2e/yr$**
Construction (annualized over 40 years)	5.86
Area	0.005
Energy	172.77
Mobile	540.85
Water and Waste	37.16
Total	750.78
CEQA Threshold:	1,100.00
Exceed Threshold?	**No**
Source: CalEEMod, see Appendix C Note that the emissions from the existing Black Angus restaurant use was subtracted from proposed project emissions to reach net emission levels.	

Operation of the Project as proposed would result in the generation of GHG emissions of approximately 750.78 metric tons per year (see Appendix C for full details). This amount of GHG emissions is below the threshold of significance and the impact related to GHG would be considered ***less than significant***.

CONSISTENCY WITH GHG REDUCTION PLANS

The Project is not located in a community with an adopted qualified GHG Reduction Strategy, so consistency with such a plan cannot be analyzed. Emissions associated with the development of the proposed Project were analyzed per the 2017 BAAQMD CEQA Air Quality Guidelines. BAAQMD's thresholds and methodologies take into account implementation of state-wide regulations and plans, such as the AB 32 Scoping Plan and adopted state regulations such as Pavley and the low carbon fuel standard. Therefore, there would be ***no impact*** in relation to consistency with GHG reduction plans. (See the Air Quality section for a related analysis of the Project's consistency with the Clean Air Plan.)

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HAZARDS, HAZARDOUS MATERIALS, AND WILDFIRE

INTRODUCTION

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

This chapter utilizes information from the following reports prepared for this Project or analysis:

Phase I Environmental Assessment of APN 170-092-057 & 170-092-058 North Main Street, Pleasant Hill, California, dated May 28, 2008, prepared for the owner by SGI, Inc. (included in Appendix G).

KNOWN CONCERNS

There are no known concerns related to this topic.

ENVIRONMENTAL SETTING

SITE USE HISTORY

The site was occupied by field crops from prior to 1938 until around 1946, by which time a farm house had been constructed. The currently vacant commercial building at 1531 Oak Park Boulevard was constructed in 1949. A gasoline service station operated in the northeast portion of the site and a restaurant operated in the central portion between the 1950s and the 1970s. The current Black Angus restaurant replaced the gas station and previous restaurant in 1975. Pleasant Hill Inn was constructed in the southern portion in the 1970s and was demolished in 1990. There have been no significant changes since that time.

Current Site Use and Potential Contamination

Environmental site assessments were consulted as part of the previous analysis of the site for a different project that was never completed (In-N-Out Burger). According to the Phase I and Phase II Environmental Site Assessments referenced in that Draft EIR, recognized environmental concerns included the lack of information regarding removal of the underground storage tanks at the former gas station, the potential for contamination of the soil behind 1531 Oak Park Boulevard from its use for maintenance activities by the adjacent lawnmower repair business, the potential for mold in 1531 Oak Park Boulevard, or the potential for lead-based paint and asbestos-containing materials in the buildings. Additionally, it was noted that there was evidence a mobile drug lab was found on the site, though no

releases from this lab were recorded. However, the Phase II follow-up, including subsurface soil investigation, found that no contaminants were detected in soil samples. Four compounds were detected in some of the groundwater samples, but at concentrations below action levels for the proposed use. The groundwater is not a source of drinking water and no contaminant reaches threshold levels for vapor intrusion into buildings. No additional investigation or remediation of soil or groundwater was recommended and there were no remaining recognized environmental concerns.

REGULATORY SETTING

FEDERAL AND STATE LEVEL

United States Environmental Protection Agency

The chief environmental regulator at the federal level is the United States Environmental Protection Agency (EPA), Region IX for Northern California. In California the department of Toxic Substances Control is chiefly responsible for regulating the safe, handling, use, and disposal of toxic materials in the state of California, while the State Water Resources Control Board regulates discharge of potentially hazardous materials into waterways and aquifers. Programs intended to protect workers from exposure to hazardous materials and from accidental upset are covered under the Occupational Health and Safety Administration (OSHA) at the federal level and at the state level through the California Department of Occupational Safety and Health (CAL/OSHA), as well as through the California Department of Health Services (DHS).

Resource Conservation and Recovery Act

The RCRA is the United States primary law governing the handling and disposal of solid hazardous waste. The RCRA is actually an amendment, made in 1976, to the solid waste disposal act of 1965, but the amendments were so comprehensive that it is generally referred to as a new act. The RCRA defines solid and hazardous waste, authorizes the Environmental Protection Agency (EPA) to set standards for facilities that generate or manage hazardous waste, and establishes a permit program for hazardous waste treatment, storage, and disposal facilities. The RCRA was last re-authorized by the Hazardous and Solid Waste Amendments of 1984. The authorization for appropriations under the Act expired September 30, 1988, but funding for the EPA's programs in this area has continued; the Act's other authorities do not expire.[1]

Department of Transportation

Transportation of hazardous materials on the highways is regulated through the Federal Department of Transportation (DOT) and the California Department of Transportation (Caltrans). This includes a system of placards, labels, and shipping papers required to identify the hazards of shipping each class of hazardous materials. Existing federal and state laws address risks associated with the transport of hazardous materials. These laws include regulations outlined in the Hazardous Materials Transportation Act administered by the DOT. Caltrans is mandated to implement the regulations established by the DOT, which is published as the Federal Code of Regulations, Title 49, commonly referred to as 49 CFR. The California Highway Patrol (CHP) enforces these regulations. Regulations of hazardous materials and wastes include the manufacture of packaging and transport containers; packing and

[1] McCarthy, J and Tiemann, M, Congressional Research Service Report RL30032 – Solid Waste Disposal Act/Resource Conservation and Recovery Act, National Council for Science and the Environment, obtained from http://www.cnie.org/NLE/CRSreports/BriefingBooks/Laws/h.cfm

repacking; labeling; marking or placarding; handling; spill reporting; routing of transports; training of transport personnel; and registration of highly hazardous material transport.

State Water Resource Control Board

The State Water Resource Control Board (SWRCB) was created by the state legislature in 1967, with the joint authority of water allocation and water quality protection. The SWRCB runs Geo Tracker, a database of environmentally regulated facilities in California. Within the State of California there are nine regional water quality control boards. The mission of the regional boards is to develop and enforce water quality objectives and implementation plans that will best protect the state's waters, recognizing local differences in climate, topography, geology and hydrology. The City of Pleasant Hill is under the purview of the San Francisco Bay Area Regional Water Quality Control Board.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring a project's environmental impacts are based upon CEQA Guidelines thresholds:

1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
2. 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?
3. 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?
4. 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?
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area?
6. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
7. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?
8. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:
    a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
    b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
    c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

ROUTINE TRANSPORT, USE, AND DISPOSAL OF HAZARDOUS MATERIALS

Impact Haz-1: **Routine transportation, use or disposal of hazardous materials.** Construction activities routinely utilize fuels and oils in construction equipment that may be considered hazardous and commercial operations use hazardous materials such as cleaning products. However, compliance with applicable regulations would ensure that the impact is ***less than significant***.

The proposed development would involve construction activities, the standard equipment for which could utilize substances considered by regulatory bodies as hazardous, such as diesel fuel and gasoline. However, all construction activities would be required to conform to Title 49 of the Code of Federal Regulations, US Department of Transportation (DOT), State of California, and local laws, ordinances and procedures.

Operation of the hotel would use common hazardous materials such as cleaning products. State and federal laws require businesses that handle hazardous materials to ensure that the hazardous materials are properly handled, used, stored and disposed of; and in the event that hazardous materials are accidentally released, to prevent or reduce injury to health and the environment. The Contra Costa Fire Prevention District enforces certain fire code regulations pertaining to safe handling and proper storage of hazardous materials. Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health Administration is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Project operations are not anticipated to create a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials.

RISK FROM ACCIDENTAL UPSET OF HAZARDOUS MATERIALS

Impact Haz-2: **Potential Hazardous Materials Release During Demolition.** The existing buildings at 1531 Oak Park Boulevard and 3195 North Main Street potentially contain hazardous materials including asbestos, lead paint and mold, which could be released during demolition. This is a ***potentially significant*** impact.

Mitigation Measure Haz-2: **Lead-Based Paint, Asbestos, and Mold Assessment and Abatement.** Any suspected asbestos-containing materials, lead-based paint or mold shall be sampled by a qualified environmental professional prior to any demolition which may disturb them. If such sampling identifies the presence of these materials, they shall be abated by a licensed abatement contractor and disposed of according to all state and local regulations.

Implementation of mitigation measure **Haz-2** will reduce the impact related to upset and accidents involving the release of hazardous materials into the environment to a level of ***less than significant with mitigation*** through further assessment and abatement, if required.

HAZARDOUS MATERIALS EMISSIONS OR HANDLING NEAR SCHOOL

The closest school-type use are Alice's Montessori Infant and Toddler Campus (day care) approximately 450 feet away at 1041 Hook Ave and the Baby Steps Infant and Toddler Day Care Center over 600 feet away at 1641 Oak Park Boulevard. There are some other school-type uses within a half mile of the Project site including Pleasant Hill Middle School at 1 Santa Barbara Road.

The proposed use would not be considered one that generates hazardous emissions or handles substantial quantities of hazardous materials. (See above for a discussion of routine use of common hazardous materials such as cleaners and mitigation for potentially dangerous building materials in the building to be demolished. Also see the Air Quality section for a discussion of health risks related to common emissions, such as construction vehicle diesel exhaust.) There would be ***no impact*** related to hazardous materials near a school.

HAZARDOUS MATERIAL SITE

While the site had previously been indicated as a site where a Clandestine Drug Labs (CDL) had been found, follow-up determined there was no potential for significant contamination resulting from the mobile drug lab. Based on a review of RWQCB (Geotracker)[2] and DTSC (Envirostor)[3] databases, the site is not currently listed or expected to qualify for listing on any hazardous materials site. Therefore, there would be ***no impact*** related to a listed hazardous material site.

SAFETY HAZARDS OR EXCESSIVE NOISE DUE TO NEARBY AIRPORT OR AIRSTRIP

The closest airport to the proposed Project is the Buchanan Field Airport located about 2 miles north of the Project site. The Project site is not located within the planned airspace for this airport's approaches and would not be subject to excessive noise or height and use constraints to avoid a safety hazard.[4] There would be ***no impact*** related to airport safety hazards.

CONFLICT WITH EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

The Project proposed no substantive changes to the surrounding circulation and would not cause substantial traffic delays, which could otherwise slow emergency response. Therefore, the Project would have ***no impact*** relating to an adopted emergency response plan. The Project's on-site emergency access is analyzed in the Transportation and Circulation chapter.

WILDFIRE HAZARD

The area is urbanized and there are no wildland corridors containing high fire fuel loads in the immediate vicinity of the Project site. The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The Project site is bordered on all sides by urban land uses, which do not contain vegetation conducive to wildfires. There is ***no impact*** related to wildfires.

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[2] State Water Resources Control Board, GeoTracker records, available at https://geotracker.waterboards.ca.gov/.

[3] State Department of Toxic Substances Control, EnviroStor records, available at https://www.envirostor.dtsc.ca.gov/public/.

[4] Buchanan Field Airport Master Planning Program, October 2008, Airport Airspace Plan, p. G.8. Available at: http://ca-contracostacounty.civicplus.com/static/depart/airport/ccrMasterPlanUpdates.htm

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HYDROLOGY

INTRODUCTION

This chapter utilizes information from the following reports prepared for this Project or analysis:

Hydrology & Hydraulic Report Cambria Hotel, dated February 2019, prepared for the applicant by Milani & Associates (included as Appendix F).

Cambria Hotel and Suites Site Plan, Cover Sheet Data, dated 11/28/2018, prepared for the applicant by Hannouche Architects, available at the City of Pleasant Hill Planning Division.

KNOWN CONCERNS

In response to the NOP, the Contra Costa County Public Works Flood Control and Water Conservation District provided information regarding the drainage district and required fees and recommended review of the proposed storm drain facilities and hydraulic calculations. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

ENVIRONMENTAL SETTING

According to the Hydrology Report (Appendix F), the Project would increase impervious surfaces at the site by 10,648 square feet from the existing 76,792 square feet to 92,440 square feet. The proposed site plan includes approximately 16,164 square feet of permeable cover including landscape and bioretention areas. Development of the Project represents an increase in the amount of impervious surface on the site from 70.7% to 85.1%.

Currently, drainage across the site is to two adjacent locations in each of the frontage roads, with storm water originating on this site, the adjacent cul-de-sac to the west, and the funeral home property to the south. The Project plans include on-site detention drainage facilities to capture increased storm flows and meet applicable regulations. An analysis of the between the pre- and post-development conditions presented in the Hydrology Report indicates that under post-development conditions, the site will discharge a combined excess storm flow of 4.28 cubic feet per second (cfs), an increase of 0.39 cfs, being a 9.11 % increase from the existing onsite conditions. The small increase in discharge flow, 0.39 cfs will not pose a significant impact on existing downstream facilities.

The site is located in Contra Costa County Public Works Flood Control and Water Conservation District Drainage Area 46 and applicable development fees apply.

REGULATORY SETTING

The proposed Project must be constructed in accordance with several regulatory programs, laws, and regulations that aim to protect surface water resources. In some cases, Federal laws are administered and enforced by state and local government. In other cases, state and local regulations in California are more strict than those imposed by Federal law. This section summarizes relevant regulatory programs, laws, and regulations with respect to hydrology and water quality and how they relate to the proposed Project.

FEDERAL LAWS AND REGULATIONS

Clean Water Act

The Clean Water Act (CWA) was enacted by Congress in 1972 and amended several times since inception. It is the primary federal law regulating water quality in the United States, and forms the basis for several state and local laws throughout the country. Its objective is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA prescribed the basic federal laws for regulating discharges of pollutants as well as set minimum water quality standards for all waters of the United States. Several mechanisms are employed to control domestic, industrial, and agricultural pollution under the CWA. At the Federal level, the U.S. Environmental Protection Agency (EPA) administers the CWA. At the state and regional level, the CWA is administered and enforced by the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). The State of California has developed a number of water quality laws, rules, and regulations, in part to assist in the implementation of the CWA and related Federally mandated water quality requirements. In many cases, the Federal requirements set minimum standards and policies and the laws, rules, and regulations adopted by the State and Regional Boards exceed them.

STATE LAWS AND REGULATIONS

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the SWRCB and the RWQCB as the principal state agencies having primary responsibility for coordinating and controlling water quality in California. The Porter-Cologne Act established the responsibility of the RWQCB for adopting, implementing, and enforcing water quality control plans (Basin Plans), which set forth the water quality standards of the state (i.e. beneficial uses of surface waters and groundwater) and the objectives or criteria necessary to protect those beneficial uses. The NPDES permits must be consistent with the Basin Plans.

NPDES Permit Requirements

The CWA has nationally regulated the discharge of pollutants to the waters of the U.S. from any point source since 1972. In 1987, amendments to the CWA added section 402(p), which established a framework for regulating non-point source (NPS) storm water discharges under the National Pollutant Elimination System (NPDES). Under the program, the Project applicant will be required to comply with two NPDES permit requirements.

The NPDES General Construction Permit Requirements apply to clearing, grading, and disturbances to the ground such as excavation. The Project applicant is required to submit a Notice of Intent (NOI) with the State Water Resource Control Board's (SWRCB) Division of Water Quality. The NOI includes general information on the types of construction activities that will occur on the site. The

applicant will also be required to submit a site-specific plan called the Stormwater Pollution Prevention Plan (SWPPP) for construction activities. The SWPPP will include a description of Best Management Practices (BMPs) to minimize the discharge of pollutants from the site during construction as well as appropriate monitoring, sampling and reporting.[1] It is the responsibility of the property owner to obtain coverage under the permit prior to site construction.

Provision C.3 of the City's General Discharge Permit (now called the Municipal Regional Permit or MRP) requires the flow of stormwater and stormwater pollutants to be controlled from new development sites. This is implemented through local regulations, discussed below.

REGIONAL AND LOCAL REGULATIONS

San Francisco Bay Water Quality Control Plan (Basin Plan)

In accordance with the Porter-Cologne Act, the San Francisco Bay RWQCB is responsible for the development, adoption, and implementation of the Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the San Francisco Bay Region. The Basin Plan identifies beneficial uses of surface waters and groundwater within its region, and specifies water quality objectives to maintain the continued beneficial uses of these waters. The proposed Project will be required to adhere to all applicable water quality objectives identified in the Basin Plan.

Beneficial Uses of Surface Waters and Groundwater

The Basin Plan defines beneficial uses for surface waters and groundwater in its corresponding jurisdiction. Pleasant Hill is within the Suisun Basin surface water portion of the Basin Plan and the Ygnacio Valley groundwater basin. However, beneficial uses of identified water bodies are generally extended to all of their respective tributaries. In this case, the identified beneficial uses of nearby Grayson and Walnut Creeks surface water would apply, which include:

Cold Freshwater Habitat (COLD),

Fish Migration (MIGR),

Fish Spawning (SPWN),

Preservation of Rare and Endangered Species (RARE),

Warm Freshwater Habitat (WARM),

Wildlife Habitat (WILD),

Water Contact Recreation (REC-1), and

Non-water Contact Recreation (REC-2).

Identified potential beneficial uses of groundwater in the Ygnacio Valley groundwater basin are classified as follows:

Municipal and Domestic Supply (MUN);

[1] California EPA, State Water Resources Board, Construction General Permit Fact Sheet, September 2009, as modified. http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Industrial Process Water Supply (PROC);

Industrial Service Water Supply (IND); and

Agricultural Water Supply (AGR).

Contra Costa Clean Water Program Stormwater C.3. Guidebook

The Contra Costa Clean Water Program has published a county-wide guidebook on the San Francisco Bay Regional Water Quality Control Board's C.3 requirements, which includes discussion of when the requirements are applied, how to prepare appropriate plans and design guidelines.

City of Pleasant Hill Stormwater Management and Discharge Control Ordinance (Title 15, Chapter 15.05 of the City's Municipal Code)

This chapter is intended to protect and enhance the water quality in the city's watercourses pursuant to, and consistent with, the Porter-Cologne Water Quality Control Act and the Federal Clean Water Act and carries out the conditions in the city's National Pollutant Discharge Elimination System (NPDES) permit. It incorporates and references the County's guidebook.

The NPDES permit requirements include implementation of appropriate flow controls and site design measures and stormwater treatment measures by projects that create or replace 10,000 square feet or more of impervious surface, such as the proposed Project. In addition to incorporating treatment controls, projects must also provide flow control so post-project runoff does not exceed estimated pre-project rates and durations, known in Pleasant Hill as a "zero net runoff" requirement.

Under this ordinance, the project applicant is required to implement an approved stormwater control plan and submit an approved stormwater control operation and maintenance plan before a certificate of occupancy is issued. The application materials provided for this environmental review included a Stormwater Control Plan with an Operations and Maintenance Plan, which would need to be approved by the City according to their ordinance.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring hydrology impacts are based upon CEQA Guidelines thresholds:

1. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
2. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
3. 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, or through the addition of impervious surfaces, in a manner which would:
    a. Result in substantial erosion or siltation on- or off-site?
    b. Result in flooding on- or off-site?

c. 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?

d. Impede or redirect flood flows?

4. In a flood hazard, tsunami or seiche zone, risk release of pollutants due to project inundation?

5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY

Non-point source pollutants (NPS) are washed by rainwater from roofs, landscape areas, and streets and parking areas into the drainage network. NPS can include sediment, nutrients, bacteria and viruses, oil and grease, organics, pesticides, and gross pollutants (floatables). An increase in NPS pollutants could have adverse effects on wildlife, vegetation, and human health. NPS pollutants could also infiltrate into groundwater and degrade the quality of potential groundwater sources.

Impact Hydro-1: **Construction-Period Erosion and Siltation.** Construction of the proposed Project would involve the demolition of existing structures and pavement areas and grading activities. Such disturbance would present a threat of soil erosion by subjecting unprotected bare soil areas to runoff during construction, which could result in siltation to receiving waters. This is a ***potentially significant*** impact.

Mitigation Measure Geo-2, which requires implementation of a construction-period stormwater pollution prevention plan including Best Management Practices for preventing construction-period stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control, would also mitigate Impact Hydro-1.

Additionally, compliance with applicable ordinances and procedures for handling of hazardous materials during the construction period would prevent degradation of water quality through accidental release of such materials. (See the Hazardous Materials section for additional detail.)

Under the City's General Discharge NPDES Permit (MRP), the proposed Project is required to provide permanent treatment and flow control of site runoff during operation of the Project. The Stormwater Control Plan is proposed to include on-site bioretention to meet applicable requirements and will be reviewed as part of the City's permitting process to ensure all regulatory requirements are met.

Therefore, applicable regulations for stormwater treatment would be met through implementation of the Stormwater Control Plan and implementation of a stormwater pollution prevention plan during construction as outlined in mitigation measure **Geo-2** and the impact related to water quality would be considered ***less than significant with mitigation***.

GROUNDWATER SUPPLIES AND GROUNDWATER RECHARGE

The Project is not located in an area from which groundwater is drawn, so changes in impervious surface would not impact groundwater recharge. Additionally, the Project site is zoned for and has

historically housed commercial uses so water use at this site is included in the Urban Water Management Plan for the area.[2] A will serve letter from the water supplier confirming intent to supply the project is required prior to issuance of construction permits. According to the California Water Code (Section 10912 of the California Code), the Project is substantially smaller than the 500,000 square feet or 1,000 employees that would trigger the need for a water supply assessment. There is ***no impact*** related to groundwater supplies or recharge.

ALTER THE EXISTING DRAINAGE PATTERN

Impact Hydro-2: **Altered Runoff.** The Project will modify the collection of rainfall runoff across the site by the creation impervious surfaces and construction of detention drainage facilities. However, the on-site stormwater facilities are adequate to meet applicable water quality requirements and changes will not result in flows over capacity off the system to prevent flooding. This is a ***less than significant*** impact.

According to the Preliminary Hydrology Report (Appendix F), the Project would increase impervious surfaces at the site by 10,648 square feet, an increase 70.7% to 85.1% of the site. Through on-site detention drainage facilities to capture increased storm flows, the Hydrology Report calculates that under post-development conditions, the site will discharge a combined excess storm flow of 4.28 cfs, an increase of 0.39 cfs (9.11 %) from the existing onsite conditions and concludes that the small increase in discharge flow, 0.39 cfs, will not pose a significant impact on existing downstream facilities. The Preliminary Hydrology Report also concludes that proposed on-site facilities are adequate to meet treatment requirements for water quality. While the Hydrology Report is preliminary and could change through City review and finalization, the Project is required to comply with the City's zero net runoff standard and therefore, the final Hydrology Report will be required to confirm that changes to the on-site drainage, site grading, and construction of the proposed Project would not substantially alter the drainage pattern.

Therefore, the alternation of existing drainage patterns at the site proposed with the Project would not result in substantial erosion or siltation, flooding, exceedance of stormwater drainage system capacity, additional sources of polluted runoff, or impede or redirect flood flows and the impact would be ***less than significant***.

FLOOD ZONE HAZARDS

The Project site is located in an area designated by the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) at Zone "X". Zone "X" can include areas higher than the elevation of the 500 year flood or areas between the limits of the 100 year and 500-year flood. Zone "X" areas have minimal or moderate risk of flooding and are outside the higher flood risk 100-year flood zone.[3] Therefore, there would be ***no impact*** related to flood zones.

[2] Contra Costa Water District, *2015 Urban Water Management Plan*, June 2016.

[3] Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) #0613C0291F, effective 6/16/2009, available at https://msc.fema.gov/portal/search.

FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM OR INUNDATION BY SEICHE, TSUNAMI, MUDFLOW OR CLIMATE-CHANGE INDUCED SEA LEVEL RISE

The Project is not located downstream of a dam, nor are there any levees near the Project area.[4] The site is not located on the coast, so is not in a tsunami evacuation area or at risk from sea level rise. The Project site is not located in an area with a history of mudflows nor close enough to a large body of water to be susceptible to a seiche.[5] Therefore, there would be ***no impact*** resulting from a dam or levee failure or inundation by seiche, tsunami or mudflow.

CONFLICT WITH WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

As discussed in the setting, the San Francisco Bay Basin Water Quality Control Plan (Basin Plan) is the applicable Water Quality Control Plan / Sustainable Groundwater Management Plan for the area and lists beneficial uses of surface water and groundwater in the area. As a primarily developed site within the City of Pleasant Hill, the site is identified as part of an existing "urban area" in the Basin Plan and would remain so under the Project. As discussed under the thresholds above, the Project would not significantly alter drainage patterns at the site, affect water quality, or affect groundwater supplies or recharge. Therefore, the Project would continue existing urban area uses at the site identified in the Basin Plan and would not conflict with the Basin Plan's identified beneficial uses for surface and groundwater. Therefore, the Project would have ***no impact*** related to conflict with the Water Quality Control Plan / Groundwater Management Plan.

[4] California Department of Water Resources, Dam Inundation Maps including Antioch Municipal and Los Vaqueros Dams in Contra Costa County, a vailable at https://water.ca.gov/Programs/All-Programs/Division-of-Safety-of-Dams/Inundation-Maps

[5] ABAG, Earthquake-Induced Landslide Hazard Map, Existing Landslide Map, and Debris Flow Source Map, available at http://resilience.abag.ca.gov/landslides/.

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13

LAND USE AND PLANNING

INTRODUCTION

This chapter describes existing land uses, adopted General Plan land use classifications, and zoning designations of the Project site and evaluates the Project's consistency with applicable policies as they relate to environmental effects.

KNOWN CONCERNS

Commenters on the NOP noted concern related to changing the regulations at the site, especially as related to height and increased density. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

SETTING

According to the 2003 General Plan, Pleasant Hill historically has been a suburban residential community serving major employment centers to the west and south. However, explosive regional growth in the 1990s and early 2000s transformed Pleasant Hill, as evidenced by recent higher density residential and commercial development, especially downtown. Future development is expected to be more modest because the city is approaching buildout. The city economy is highly dependent on service and retail employment, and its revenue-generating base is limited. Less than 10 percent of developed land is devoted to revenue-generating commercial, office, or industrial uses.

The Project site has a General Plan land use designation of Commercial and Retail. This designation broadly includes shopping centers, banks, hotels, personal services (such as barber shops and dry cleaners), entertainment and cultural venues, restaurants, auto sales and service, and ancillary offices. The site is zoned as RB – Retail Business and has currently and historically supported various commercial uses.

Although not an all-inclusive list, the following General Plan goals would be applicable to the Project:

Community Development Goal 3.	Generate thriving, attractive and cohesive development at vacant or underutilized sites.
Community Development Goal 7.	Establish clear and attractive gateways that define Pleasant Hill.
Economic Strategy Goal 2.	Create and maintain a dynamic and diverse economic base.
Economic Strategy Goal 3.	Facilitate additional retail and commercial opportunities that meet local needs.

The Project would be subject to city-wide design guidelines and development standards in the Municipal Code for the RB – Retail Business zone (Section 18.25.030). Additionally, Section 18.55.140B of the Municipal Code sets standards for parking lots and the City's Citywide Design Guidelines 2017: Non-Residential Guidelines present policies that guide the design of developments of this type.

The Project proposes a General Plan amendment to apply a new land use overlay designation at the site for visitor-serving uses with accompanying goals, policies, programs and updated standards, including allowing increased height and floor area ratio for specified uses within the proposed overlay. The site would also be rezoned to "Planned Unit Development" to allow deviation from some zoning standards. The City has preliminarily determined that the proposed General Plan amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected as it would not substantively modify the existing provisions of the General Plan. More specifically, the proposed amendments would be consistent with the following goals and policies of the General Plan:

a. Community Development Policy 2A – Encourage uses needed by the Community at appropriate locations. The site has been underutilized for many years at a key gateway location to the City. Having a high quality, tourist commercial project, with freeway frontage would be an appropriate location and the revenue generated from the project would help provide City services.

b. Community Development Goal 3 – Generate thriving, attractive and cohesive development at vacant or underutilized sites. The proposed amendment would establish a new land use on a partial vacant and underutilized site. The proposed amendment would potentially allow an attractive, thriving tourist commercial use where other commercial uses have not been successful.

c. Economic Strategy Goal 1 – Promote the economic health of the downtown and the city as whole. Designating and establish a tourist commercial land use will provide opportunities for lodging or other tourist uses to the City that will benefit the City through increased spending by tourist and provide increased customers for Downtown and the greater City commercial uses.

d. Economic Strategy Goal 2 - Create and maintain a dynamic and diverse economic base. Creating a new tourist commercial land use and designating an underutilized site, would potentially allow a tourist use that would contribute to the economic base of the City, as a new use would likely result in increased City revenue that would help support City services.

e. Economic Goal 3 – Facilitate additional retail and commercial opportunities that meet local needs. The new tourist commercial land use will provide additional opportunities for visitor related uses that is currently underserved as there is no visitor specific land use type within the City. Currently, visitor related uses must compete with other commercial uses for available locations throughout the City.

f. Economic Goal 4 – Enlarge the City's revenue base as necessary to sustain and support the community. The new tourist commercial land use will provide additional opportunities for visitor related uses, which including hotel uses, will enlarge and sustain the City's revenue base that will help support City services.

g. Circulation Goal 5 – Reduce congestion and vehicle trips through land use planning. Designating this site, along a main corridor (N. Main Street and Interstate 680) and within proximity to the Pleasant Hill BART Station will help to reduce congestion and vehicle trips in neighborhoods and secondary corridors as access is available through primarily commercial corridors.

h. Growth Management Goal 1 – Support land use patterns that are orderly and make more efficient use of the transportation system. The proposed tourist commercial use would be located along a main vehicle corridor (N. Main Street) and within proximity to the Pleasant Hill BART Station, both of which would make efficient use of the existing transportation system.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring environmental impacts are based on CEQA Guidelines thresholds:

1. Would the project physically divide an established community?
2. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Conflicts with applicable plans, policies or regulations do not inherently result in a significant effect on the environment under CEQA. As stated in Section 15358(b) of the CEQA Guidelines, "[e]ffects analyzed under CEQA must be related to a physical change."

Further, Appendix G of the Guidelines makes explicit the focus on environmental policies and plans, asking if the Project would "conflict with any applicable land use plan, policy, or regulation . . . *adopted for the purpose of avoiding or mitigating an environmental effect*" (emphasis added). A response in the affirmative, however, does not necessarily indicate the Project would have a significant effect unless a physical change would occur.

DIVISION OF AN ESTABLISHED COMMUNITY

The Project would involve redevelopment of a commercial site that has historically housed such uses. While the site abuts residential uses, it buffers such uses from I-680 to the other side. Development of the Project would not divide an established community and there would be ***no impact*** in this regard.

CONFLICTS WITH LAND USE PLAN AND ZONING

Impact Plan-1: Change in Land Use Designation and Zoning. The proposed Project is not consistent with all the standards in the current land use designation or zoning. However, approval of the Project will include rezoning and a General Plan amendment to bring the land use and zoning into consistency. Approval of the rezone and General Plan amendment would remove the conflict with the land use plan for the site. The impact would therefore be ***less than significant***.

The proposed amendment to the General Plan would establish a new land use overlay designation at the site for visitor-serving uses with accompanying goals, policies, programs and updated standards, including allowing increased height and floor area ratio for specified uses within the proposed overlay. The site would also be rezoned to "Planned Unit Development" to allow deviation from some zoning standards.

The Project proposes the General Plan amendment and rezoning for the site per processes in place to allow for the implementation of such changes. Assuming Project approval, the Project would be consistent with the General Plan designation and zoning for the site. As discussed in the Setting section

above, the General Plan amendment has preliminarily been determined by the City to be consistent and compatible with the goals and policies of the General Plan.

The potential for the Project to result in environmental impacts as a result of approval, including the General Plan amendment and rezoning, have been analyzed throughout this EIR and determined not to result in any significant environmental impacts (see Chapters 4 through 18 of this EIR). While it is ultimately in the domain of the City's decision-makers to decide project consistency with applicable City plans and policies related to project approval, from a CEQA perspective, even if it were later determined by the City that the Project is not consistent with applicable plans, this EIR has demonstrated that the Project would not conflict with plans or policies in any way that could have an adverse environmental impact. The Project would need to receive the approvals mentioned above and in Chapter 3: Project Description. The City's Architectural Review & Planning Commission and the City Council will review the Project to ensure conformance with all applicable design standards and guidelines.

Therefore, the impact related to conflict with the land use plan as it relates to environmental effects would be ***less than significant*** through the self-mitigation project which includes a General Plan amendment and rezoning consistent with the development proposed.

Compliance with regulations targeted at aesthetics, biology, and noise are discussed in more detail in those sections.

14

NOISE

INTRODUCTION

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. Whether a sound is unwanted depends on when and where it occurs, what the listener is doing when it occurs, characteristics of the sound (loudness, pitch and duration, speech or music content, irregularity) and how intrusive it is above background sound levels. In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During nighttime, exterior background noises are generally lower than daytime levels. However, most household noise also decreases at night and exterior noise becomes more noticeable. Further, most people sleep at night and are very sensitive to noise intrusion.

This chapter utilizes information from the following reports prepared for this Project or analysis:

Cambria Hotel, Environmental Noise and Vibration Assessment, Pleasant Hill, California, dated December 11, 2018, prepared for this analysis by Manasi Biwaldar and Dana M. Lodico at Illingworth & Rodkin (included as Appendix I).

KNOWN CONCERNS

Commenters on the NOP noted concern related to the timing and character of the noise generated at the site, especially given the nearness to residential, outdoor pool, and continuous use of a hotel site overnight and on holidays. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

ENVIRONMENTAL SETTING

Residential uses are generally considered to be sensitive receptors for noise. Residential uses border the Project at the western boundary, which is also the boundary between Pleasant Hill (the Project site) and Walnut Creek (the adjacent residential). The existing noise environment at the site and in the vicinity results primarily from I-680 traffic noise.

As measured near the western boundary of the project site, hourly average noise levels ranged from 61 to 66 dBA Leq during the day and from 57 to 68 dBA Leq at night. The measured day-night average noise level toward this western boundary was 70 dBA Ldn. Residences to the west of the project site are shielded by an existing 6-foot high sound wall and by the existing Black Angus building on a portion of the site and are currently exposed to an ambient noise level of about 62 dBA Ldn at ground level and 70 dBA Ldn at upper stories.

FUNDAMENTALS OF ENVIRONMENTAL NOISE

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0

dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in **Table 14.1**.

Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the facts that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. Typical A-weighted levels measured in the environment and in industry are shown in **Table 14.2** for different types of noise.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources, which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{01}, L_{10}, L_{50}, and L_{90}, are commonly used. They are the A-weighted noise levels equaled or exceeded during 1%, 10%, 50%, and 90% of a stated time period. A single number descriptor called the L_{eq} is also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

REGULATORY SETTING

Appendix G of the State CEQA Guidelines would be applicable to potential noise impacts related to the proposed Project. The State of California and the City of Pleasant Hill establish guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses that have been used in developing specific thresholds of significance in this CEQA analysis.

The Safety and Noise Element of the City of Pleasant Hill's 2003 General Plan identifies noise and land use compatibility standards for various land uses. The City's "conditionally acceptable" noise level objective for commercial land uses is 75 dBA Ldn and the City's "acceptable" noise level objective is 70 dBA Ldn. The plan also identifies policies to "protect persons from noise that interferes with human activity or causes health problems".

City of Pleasant Hill Zoning Ordinance (No. 18.50.060) states that "…no use shall create ambient noise levels measured at the property line which exceed the standards in Schedule 18.50.060. Where noise is measured at the property line of abutting districts, the noise standard for the more restrictive district applies." The intended residential noise limit at the property line has been interpreted as 50 dBA Leq.

Additionally, Title 4, Chapter 6, Article 2 of the Walnut Creek Municipal Code regulates excessive noise or vibration which is prolonged or unreasonable in its time, place and use is deemed to be a serious detriment to the public health, safety and quality of life of the residents of the City. While the City of Pleasant Hill is the lead agency, the guidelines they established and the thresholds used in this analysis are not inconsistent with Walnut Creek regulations.

TABLE 14.1 DEFINTIONS OF ACOUSTICAL TERMS IN THIS REPORT

Term	Definitions
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

TABLE 14.2 TYPICAL NOISE LEVELS IN THE ENVIRONMENT

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines (Environmental Checklist) contains a list of noise effects that may be considered significant. Potential noise effects from a project are considered significant if any of the following occur:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

2. Generation of excessive ground-borne vibration or ground-borne noise levels;

3. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels;

CONSTRUCTION (TEMPORARY) NOISE AND VIBRATION

This item relates to the potential for the Project to result in temporary or periodic noise or vibration that could impact nearby receptors during the construction period.

Neither the City of Pleasant Hill nor the State of California specify quantitative thresholds for the impact of temporary increases in noise due to construction. The threshold for speech interference indoors is 45 dBA. Assuming a 15 dB exterior-to-interior reduction for standard residential construction with windows open and a 25 dB exterior-to-interior reduction for standard commercial construction, assuming windows closed, this would correlate to an exterior threshold of 60 dBA Leq at residential land uses and 70 dBA Leq at commercial land uses. Therefore, the project would be considered to generate a significant temporary construction noise impact if project construction activities exceeded 60 dBA Leq at nearby residences or exceeded 70 dBA Leq at nearby commercial land uses and exceeded the ambient noise environment by 5 dBA Leq or more for a period longer than one year.

The City of Pleasant Hill does not establish a vibration limit for construction. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, which typically consist of buildings constructed since the 1990s. A conservative vibration limit of 0.3 in/sec PPV has been used for buildings that are found to be structurally sound but where structural damage is a major concern. For historic and old buildings, the limit is 0.08 in/sec PPV. There are no known historical or structurally weakened buildings within 300 feet of the proposed building. Therefore, the 0.3 in/sec PPV threshold would apply.

Impact Noise-1: **Construction Noise and Vibration.** The construction of the Project would generate noise and vibration and would temporarily and intermittently increase noise and vibration levels at adjacent residential receivers. However, the construction period will not span more than one construction season and is considered to be ***less than significant with mitigation***.

Construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate

substantial vibration in the immediate vicinity. At 25 feet, jackhammers typically generate vibration levels of 0.035 in/sec PPV and drilling typically generates vibration levels of 0.089 in/sec PPV. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. At a distance of 25 feet and greater, vibration levels from construction activities would be expected to be below the 0.3 in/sec threshold for normal structurally sound buildings.

The nearest land uses to possible heavy construction activities exist to the west, approximately 80 feet from the future building footprint. At this distance, vibration levels may be perceptible to occupants, but would be below the 0.3 in/sec PPV vibration limit and would not be anticipated to cause architectural or structural damage. As construction moves away from the shared property lines, vibration levels would be even lower. Therefore, construction vibration is a less than significant impact.

Construction activities can generate considerable amounts of noise, especially during demolition activities and when project infrastructure improvements are made with the use of heavy construction equipment. The construction of the Project would generate typical construction noise and would temporarily increase noise levels at adjacent residential and commercial receivers. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment operating on site, the timing and duration of noise generating activities, the presence of intervening terrain or noise barriers, and the distance between construction noise sources and noise sensitive receptors.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Limiting the hours when construction can occur to daytime hours is often a simple method to reduce the potential for noise impacts. In areas immediately adjacent to construction, controls such as constructing temporary noise barriers and utilizing “quiet” construction equipment can also reduce the potential for noise impacts.

It is anticipated that the Project would be constructed over a period of about 1 year. Construction phases would include grading of the site, placement of underground utilities, paving of the parking lot, construction of the foundation, columns, components, framing and exterior wall envelop. Pile driving would not be used as a method of construction.

Project construction would be expected to generate worst-case hourly average noise levels of 71 to 82 dBA Leq at these nearest noise-sensitive receivers. A six-foot sound barrier currently exists between the project site and the nearest residences. This wall provides sound attenuation from traffic noise and would also provide shielding from ground level project construction noise. Daytime ambient noise levels behind the wall, representing the ambient noise environment of the closest noise sensitive receptors, were measured to be 57 dBA Leq. This ambient level dictates an impact threshold of 62 dBA at the nearest noise sensitive receptors. Given the proximity of the single-family residences, construction noise levels would generally exceed 60 dBA Leq and the ambient noise environment by at least 5 dBA Leq when activities are occurring outside during noisy construction phases. However, these noise levels would be intermittent and temporary and noise generating construction activities would not last more than one year.

Significant noise impacts do not normally occur when standard construction noise control measures are enforced at the site and when the duration of the noise generating construction period at a particular receiver or group of receivers is limited to one construction season (typically one year) or less. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of

heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life. Therefore, temporarily increased noise levels at adjacent residential receivers due to Project-generated construction noise would be considered less than significant with implementation of the following measures.

Mitigation Measure

Noise-1: **Construction Noise Control.** To ensure construction-period noise levels are reduced to the extent feasible, the applicant shall include construction noise control best management practices, as feasible, which can include the following:

- Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours allowed by the City's Municipal Code: 7:30 a.m. to 7:00 p.m. on weekdays, and 9:00 a.m. to 6:00 p.m. on weekends, excluding holidays, and with grading activities not allowed on Sundays.
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction levels by 5 dBA.
- Utilize "quiet" air compressors and other stationery noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction, as feasible.
- If conflicts occurred which were irresolvable by proper scheduling, temporary noise control blankets shall be erected along upper story building facades facing residential areas. Noise control blankets can be rented and quickly erected.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- 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 the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

Implementation of Mitigation Measures Noise-1 would require construction noise control measure to reduce the potential for construction-period impacts to ***less than significant*** levels.

OPERATIONAL (PERMANENT) NOISE AND VIBRATION INCREASES

Operational noise sources associated with the project include parking lot noise, outdoor activity, traffic noise, and rooftop mechanical equipment. A hotel is not a use that generates substantial operational vibration. The City of Pleasant Hill Zoning Ordinance states that sound levels generated by any use or combination of uses on a property shall not exceed 50 dBA Leq at any property line shared with land zoned for residential use or 60 dBA at any property line shared with land zoned for commercial/industrial uses. Maintenance equipment or tools that may periodically exceed these levels are to be used between the hours of 8:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. and 7:00 p.m. on weekends and holidays.

Impact Noise-2: **Operational Noise.** On-site project operations would increase ambient noise levels at nearby land uses. This is a ***potentially significant*** impact**.**

Summary Overall Project Noise Changes

Based on the results of the noise monitoring survey, residences to the west of the project site are currently exposed to an ambient noise level of about 62 dBA Ldn at ground level and 70 dBA Ldn at upper stories, primarily generated by vehicular traffic on I-680. These residences are partially shielded by an existing 6-foot high sound wall and by the existing Black Angus structure. Construction of the proposed 4-story hotel would provide substantially more shielding from vehicular traffic noise on I-680 and Main Street to residences located to the west. It is anticipated that up to 5 dBA of additional noise reduction would be provided to the ground level of these residences and 5 to 15 dBA of noise reduction would be provided to upper stories. As a result, future traffic noise levels at well shielded residences would be approximately 57 dBA Ldn at ground and upper levels taking into account the shielding provided by the project structure. These noise levels would be considered "normally acceptable" under the City of Pleasant Hill's General Plan criteria.

With the development of the project, assuming the construction of the 42-inch parapet wall as specified in Mitigation Measure Noise-2 below, the project would generate a combined noise level of 50 dBA Leq at the closest residences to the west. Assuming 24-hour operations of mechanical equipment, this would be equivalent to a day-night average noise level of 56 dBA Ldn. The resulting future ambient noise level at residences to the west, taking into account noise generating project operations and the shielding provided by the project building from traffic on I-680 and Main Street, would be 60 dBA Ldn. This noise level would be about 2 dBA lower than existing noise levels at ground levels of residences and about 10 dBA lower than existing noise levels at upper stories.

Specific contributors to operational project noise are discussed below.

Parking Lot

The proposed surface parking lot and outdoor dining patio will be located on the northern portion of the project site bordered by residential land uses to the west. The major noise sources attributed to parking lot activities is the sound of vehicles as they drive by, noise generated when vehicles start their engines, door slams and the occasional sound of car alarms. Sounds of voices generally produce less noise.

Typical parking lot activities generate maximum noise levels of 50 to 60 dBA Lmax when measured at 50 feet from the source. Car alarms generate maximum noise levels of 63 to 70 dBA Lmax at 50 feet. The hourly average noise level resulting from noise-generating activities in a small parking lot would be anticipated to reach 40 dBA Leq at a distance of 50 feet from the parking area. Residential units at the end of Pleasant Court (approximately 15 feet from active parking areas, at their nearest point) would experience hourly average noise levels of 50 dBA Leq. Parking lot activities would not exceed the ambient noise levels currently experienced at these residences. Parking lot activities could result in intermittent maximum noise levels at adjoining residential properties, but these maximum levels would typically be below maximum noise levels generated by existing traffic along North Main Street and I-680.

Outdoor Activity Noise

Outdoor activities associated with the pool will be located on the southwestern portion of the hotel building. The major noise sources attributed to outdoor pool activities is the sound of voices while people congregate. Noise generated during pool activities would be similar in character to typical residential activity noise and below noise levels generated by existing traffic along North Main Street and I-680.

Traffic Noise

A significant permanent noise impact would occur if the project resulted in an increase of 3 dBA Ldn or greater at noise-sensitive land uses where existing or projected noise levels would equal or exceed the noise level considered satisfactory for the affected land use (60 dBA Ldn for residential areas) and/or an increase of 5 dBA Ldn or greater at noise-sensitive land uses where noise levels would continue to be below those considered satisfactory for the affected land use.

Project traffic data was reviewed to calculate the relative change in noise levels expected with the operation of the project. The project would result in up to an additional 107 net new peak hour vehicle trips. The majority of trips would be along North Main Street, which has an existing traffic volume of 1100 to 1200 vehicles during peak hour. Very few vehicles would access the site from Oak Park Boulevard. A doubling in traffic volume would result in a 3 dBA increase in traffic noise levels along a roadway. Vehicular traffic generated by the project would not increase noise levels substantially because the project traffic makes up a small percentage of the total traffic along area roadways. Vehicular traffic noise levels are not expected to increase measurably above existing levels as a result of the project (increase would be less than 1 dBA Ldn).

Mechanical Equipment Noise

The project proposes 12 self-contained heat pumps located on the rooftop. Pool and elevator equipment would be located indoors and would not be anticipated to be audible outside the building structure. The proposed rooftop units are Goodman GPH1460H41 heat pumps, which would produce a noise level of 80 decibels.

The rooftop equipment would be located as close as 100 feet from the nearest residential property line and 130 feet from the nearest commercial property line. Not taking into account any noise reduction due to shielding from the rooftop or parapet walls, the cumulative noise level generated by all 12 units operating simultaneously would be 64 dBA at the residential property line and 62 dBA at the commercial property line. These levels would exceed the 50 dBA Leq limit at the residential property line and the 60 dBA Leq limit at the commercial property line. This is a potentially significant impact.

Mitigation Measure

Noise-2: **Rooftop Mechanical Equipment Shielding.** All rooftop equipment shall be shielded by a 42-inch high parapet wall or mechanical screen wall, relative to the base elevation of the equipment. To be effective as a noise barrier, the parapet wall or screen wall must be constructed with a solid material with no gaps at the base or the face of the barrier. Openings or gaps between sound wall materials substantially decrease the effectiveness of the sound wall. Suitable materials for sound wall construction should have a minimum surface weight of 3 pounds per square foot, such as 1-inch-thick wood, 5/8-inch Cement Board, ½-inch laminated glass, masonry block, concrete, or metal one-inch.

Use of 42-inch solid parapet wall or mechanical screen to shield the mechanical equipment form the surrounding uses would reduce noise levels to be in compliance with the City's Ordinance limits. Therefore, with implementation of Mitigation Measure Noise-2 requiring rooftop mechanical equipment shielding, the operational impact of the project would be ***less than significant with mitigation***.

As noted in the overall summary above, assuming the mechanical equipment shielding required above, due to the effect of the proposed hotel building in shielding roadway noise, noise levels at nearby residences would overall be quieter with the project than under existing conditions.

APPROPRATENESS OF NOISE ENVIRONMENT

This item relates to the potential for the Project to be impacted by the noise environment. Note that this item would be considered CEQA-in-reverse (the effect of the environment on the project rather than the reverse) and would therefore not be covered under CEQA analysis. Therefore, this item is discussed as an informational item only.

Noise and Land Use Compatibility

The Noise Element of City of Pleasant Hill's General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies. The applicable General Plan policies were presented in detail in the Regulatory Background section and are summarized below for the proposed project:

- The City's normally acceptable exterior noise level objective is 65 dBA Ldn or less for transient lodging/hotel land uses.

- The State of California's Building Code requires interior noise levels in residences and hotels to be less than 45 dBA Ldn.

- The California Green Building Code limits interior noise levels within new non-residential land uses to an hourly equivalent noise level (Leq (1-hr)) of 50 dBA in occupied areas during any hour of operation.

Future Exterior Noise Environment

Future traffic noise levels on are anticipated to increase by 2 dB from existing levels. Future traffic noise levels at the site were calculated based on the results of the noise monitoring survey and accounting for the increase in traffic noise due to higher traffic volumes.

Exterior use areas of the proposed hotel building would include a pool and terrace area on the first floor. The primary noise source for the outdoor use area is the traffic on Highway I-680. The pool and terrace would be shielded from North Main Street and Highway I-680 by the hotel building. The terrace and pool area would be exposed to a noise level of 63 dBA Ldn. Exterior noise levels would meet the acceptable exterior noise level criteria of 65 dBA Ldn for hotel land use as per the standards set by City of Pleasant Hill.

Future Interior Noise Environment

The California Building Code requires that interior noise levels be maintained at 45 dBA Ldn or less for residences and hotels. The Cal Green code requires interior noise attributable to exterior sources to not exceed 50 dBA Leq-1hr in non-residential spaces.

The space on the first floor of the hotel building would be used for office, meeting rooms, fitness center etc. Rooms would be located on second through fourth floors. The western façade of hotel building would be exposed to a future noise level of 80 dBA Ldn, based on the noise measurements and the calculated future increase in traffic noise. The eastern façade would be exposed to 67 dBA Ldn.

Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA Ldn, the inclusion of adequate forced-air mechanical ventilation can reduce interior noise levels to acceptable levels by allowing occupants the option of closing the windows to control noise. Where noise levels exceed 65 dBA Ldn, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

Interior noise levels in rooms with standard construction and windows open would be up to 65 dBA Ldn for rooms facing west and 52 dBA for rooms facing east. These levels exceed the City's threshold for interior noise (45 dBA Ldn). The inclusion of forced air mechanical ventilation and windows would be sufficient for rooms facing east. Rooms facing west, with windows overlooking Highway I-680, would require windows with STC 36 rating or higher to reduce the interior noise exposure in these units to 45 dBA Ldn or less, assuming a window to wall ratio of 22% or less.

Non-residential spaces on the first floor of the hotel would be exposed to interior noise levels up to 64 dBA Leq with standard construction and open windows. Inclusion of forced air mechanical ventilation with STC 33 rating of higher would be required to limit interior noise levels to 49 dBA Leq (1-hr). These levels would comply with the acceptable interior limit of 50 dBA Leq (1-hr) specified by the Cal Green Code.

Recommended Conditions of Approval

While not an impact under CEQA as discussed above, for consistency with the General Plan and relevant codes, the following Conditions of Approval are recommended for consideration by the City:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, so that windows can be kept closed to control noise.

- Provide sound rated windows to proposed building façades facing West to maintain interior noise levels at acceptable levels. Preliminary calculations show that sound-rated windows with minimum STC Ratings of 36 or higher would be necessary for hotel rooms to achieve acceptable interior noise levels, assuming stucco wall construction and a window to wall ratio of 22% or less. STC Ratings of 33 or higher would be necessary for ground floor non-residential spaces to achieve acceptable interior noise levels, assuming stucco wall construction and a window to wall ratio of 75% or less. The specific determination of what noise insulation treatments are necessary shall be conducted on a room-by-room basis during final design of the project.

AIRCRAFT NOISE

The closest airport to the proposed Project is the Buchanan Field Airport located about 2 miles north of the Project site. According to the airport's Master Planning Program, the Project site is not located within an area impacted by airplane noise.[1] There would be ***no impact*** related to aircraft noise.

[1] Buchanan Field Airport Master Planning Program, October 2008, Future Base Case 2012 CNEL Noise Contours, p. F.16.

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POPULATION, PUBLIC SERVICES AND RECREATION

INTRODUCTION

This chapter of the Draft EIR contains discussion regarding three CEQA topic areas related to the increase in employees at the site: Population/Housing, Public Services, and Recreation. It analyzes the potential for impacts on population and housing, public services, and recreation resulting from development of the proposed Project.

KNOWN CONCERNS

There are no known concerns related to this topic.

POPULATION/HOUSING

SETTING

According to the City of Pleasant Hill General Plan Housing Element, Pleasant Hill had 17,370 jobs in 2010 with a projected 20,120 jobs by 2020. As of 2010, Pleasant Hill was estimated to have 1.27 jobs per household. These figures are similar to the regional average, although the jobs/housing ratio is expected to gradually become more jobs-rich in the future. In the Bay Area, there are an estimated 1.40 workers per household, so a city that has more than 1.40 jobs per household is considered "jobs-rich."

According to the City of Pleasant Hill General Plan, city population in 2000 was about 33,000 in approximately 13,500 households. From 1995 to 2000, the city grew almost 6 percent, an annual rate of 1.12 percent. This growth rate was expected to decrease in later years. By 2020, Pleasant Hill is expected to have 36,200 residents.

The Project proposes to demolish two existing commercial buildings and construct a 4-story hotel. The Project would create an estimated net increase of 28 jobs.[1]

[1] Estimated at 1 job per 2,541 sf for hotel, 1 per 920 per sf for retail, and 1 per 1,250 sq for restaurant use per US Energy Information Administration Independent Statistics & Analysis Commercial Buildings Energy Consumption Survey available at https://www.eia.gov/consumption/commercial/data/2012/bc/cfm/b2.php

POPULATION/HOUSING IMPACT ANALYSIS

Standards of Significance

Under the CEQA Guidelines Appendix G, development of the Project site as proposed would have a significant environmental impact if it were to result in:

1. The inducement of substantial unplanned 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); or
2. The displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere; or

Substantial Population Growth

Impact Pop-1: **Indirect Population Growth.** The Project would result in an increase of approximately 28 employees at the Project site and some of these future employees would be expected to move to City of Pleasant Hill if they are not current residents. The increase, however, of up to approximately 28 residents, would not be substantial compared to expected local growth and the impact would be ***less than significant***.

The Project site is zoned and historically used for commercial uses. As noted in the setting section above, Pleasant Hill employment is expected to increase by 2,750 jobs between 2010 and 2020. The Project's anticipated growth of 28 jobs would represent 1% of expected employment growth in the city and would represent a move toward a more balanced jobs/housing ratio. While some of the new employees may move to Pleasant Hill, as noted in the setting section above, 3,200 new residents are expected during the same timeframe and this would represent less than 1% of anticipated population growth. The level of employment under the proposed Project is consistent with what would be anticipated under the existing plans and would not significantly contribute to population growth.

Displace People and Housing

Development of the Project would not displace any residents or housing units, and therefore, would have ***no impact*** on the displacement of housing or people.

PUBLIC SERVICES AND RECREATION

SETTING

The proposed Project is within the jurisdiction of the City of Pleasant Hill and would be served by City of Pleasant Hill public services, including the following.

Fire Protection and Emergency Medical Services

The Contra Costa County Fire Protection District provides fire and emergency medical services (EMS) to the BART stations, regional parks, and unincorporated areas in the county, and fifteen cities including the city of Pleasant Hill. In 2016, Contra Costa County Fire Protection District was

dispatched to 66,791 emergency calls.[2] According to the City of Pleasant Hill General Plan, the City has a standard 5-minute response time for fire and emergency services. The 2016 Municipal Service Review for EMS and fire services in Contra Costa County indicated that the district was unable to meet national and state guidelines for fire response times 90% of the time.

Police Protection Services

The Pleasant Hill Police Department (PHPD) provides police protection services to the city of Pleasant Hill. The department practices and encourages community oriented policing, including through school resource and youth services programs. In 2017, Pleasant Hill Police Department received 22,066 calls for service.[3]

School Services

The Mt. Diablo Unified School District covers 150 square miles, including Pleasant Hill, Concord and Clayton; portions of Walnut Creek, Lafayette and Martinez; and unincorporated areas including Pacheco and Bay Point. It is one of the largest school districts in the state, with 54 school sites. The district's statistics for ethnic/racial diversity, average class size, test scores, etc. mirror those for the state as a whole. The district serves a K-12 student population and adult education students.[4]

Parks and Recreation

According to the General Plan, the City has adopted a standard of 3 acres of developed parkland for each 1,000 residents. The Pleasant Hill Recreation and Park District maintains 269 acres of parkland and open space in the city, including the portion of the Contra Costa Canal Trail that runs through Pleasant Hill. The district, established in 1951, is independent of the City government.[5]

PUBLIC SERVICES AND RECREATION IMPACT ANALYSIS

Standards of Significance

Under the CEQA Guidelines Appendix G, development of the Project site as proposed would have a significant environmental impact if it were to result in:

1. 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:
    - fire services
    - police services
    - schools

[2] Contra Costa County Fire Protection District. Website available at: https://www.cccfpd.org/index.php.
[3] Contra Costa County Fire Protection District. Website available at: https://www.cccfpd.org/index.php.
[4] Mount Diablo Unified School District. Website available at: http://www.mdusd.org/.
[5] Pleasant Hill Recreation and Park District. Website available at: https://www.pleasanthillrec.com/

- parks
- other public facilities

2. Increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

All Public Services and Recreation

Impact Services-1: Increased Public Service Demand. The Project would increase the number of employees and hotel guests at the site, which could marginally increase demand for public services. However, the Project would be adequately served with existing public service and recreation facilities and the impact would be ***less than significant***.

Fire Protection

The Project site is not located in the western and northwestern portions of the city where chaparral and grassland vegetation lead to a risk of wildland fire. There are a number of fire stations within a few miles of the Project site, including station #5 at 205 Boyd Road and station #2 at 2012 Geary Road.[6] The site is currently included in the fire service area and the fire department has expressed no concerns about serving the proposed Project assuming compliance with applicable requirements for fire service equipment (alarms, sprinklers, standpipe, etc.), and the need for additional fire stations to serve the Project area is not anticipated.[7] Cumulative contributions to increased demand and ultimately the need for new facilities are addressed through required payment of applicable public facility fees and yearly taxes. The Project would have a less than significant impact on fire protection services for the City.

Police Protection

The Project represents development of underutilized commercial land that would increase activity and security of the site. According to PHPD, the vicinity of the Project is targeted for auto burglaries due to close proximity to I-680. In 2018, PHPD recorded approximately 27 reported auto burglaries, 39 police reports and 62 total police events at the Project site. PHPD anticipates increased calls for service if the site were developed as a hotel based on other similar hotels in the area which had an average of approximately 89 calls for service, which would be an approximately 43.5% increase in total calls.[8] However, PHPD anticipates serving the increased demand from existing facilities and that the project would not interfere with goals related to service ratios, response times, or other performance objectives.[9] Though the Project would result in more people onsite and therefore marginally more service calls, service would remain within the acceptable response times without the need for additional stations. Cumulative contributions to increased demand and ultimately the need for new facilities are addressed through required payment of applicable public facility fees prior to operation commencing and ongoing yearly taxes. Therefore the Project would have a less than significant impact on police services.

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[6] Contra Costa County Fire Protection District. Website available at: https://www.cccfpd.org/index.php.

[7] CCCFPD review letter to the City for Project No. P-2019-0372, dated 1/28/2019.

[8] PHPD response to Cambria Hotel Project letter to City, dated 2/4/2019.

[9] Email correspondence between EIR preparer and Lt. Scott Vermillion, PHPD, 2/20/2019.

Schools

The potential exists that some of the Project's employees may relocate to the City, thereby generating a small student population increase. However, because the Project would not involve construction of new residences, the school district would not experience a substantial growth in student population or need for additional facilities related. Therefore, the impact on the Mount Diablo Unified School District would be less than significant.

Parks and Recreation

Park provisions for a city are generally determined at a rate of 3 acres per 1,000 residents, as is consistent with Pleasant Hill Municipal Code requirements, which do not require parkland to be included with hotel projects.[10] The proposed Project does not create any new residential units, so would not directly contribute to increased total number of residents or need for parkland. While hotel projects do not require construction of public park and recreation facilities, the proposed Project includes a pool and lounge area that would serve hotel guests. Though some employees and guests of the Project site could use the City's parks, such use would not be substantial compared to use by the estimated 36,200 residents Pleasant Hill in 2020 and could not be to the extent that it could cause substantial physical deterioration or require additional facilities. The impact of the Project on parks and recreation services and facilities would be less than significant.

Other Facilities

While the Project could result in a marginal increase in use of other facilities in Pleasant Hill, such as libraries, the net effect would be minimal and the impact would be less than significant.

[10] City of Pleasant Hill Municipal Code Section 17.40.020.

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TRANSPORTATION AND CIRCULATION

INTRODUCTION

This chapter of the Draft EIR discusses existing and projected transportation conditions in the study area in terms of existing roads and traffic operations, transit service and pedestrian and bicycle conditions.

This chapter utilizes information from the following reports prepared for this Project or analysis:

Transportation Impact Assessment, Cambria Hotel Project, City of Pleasant Hill, dated December 2018, prepared for this analysis by Fehr & Peers and included in Appendix J.

KNOWN CONCERNS

Commenters voiced general concern regarding area congestion and lack of parking in the area and the project-specific and cumulative increase in congestion and parking demand and potential impact of ride-sharing. Specific concern was also expressed over site users traveling through the adjacent neighborhood. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

METHODOLOGY

INTERSECTION OPERATION

Analysis Software and Scenarios

The traffic operations analysis uses the Synchro 10.0 software, based on the procedures outlined in the 2010 Highway Capacity Manual (Transportation Research Board). Intersection operation inputs include vehicle, bicycle, and pedestrian volumes, lane geometry, signal phasing and timing, pedestrian crossing times, and peak hour factors.

Intersections operations were evaluated for the following scenarios:

1. Existing: Based on traffic counts collected at the study intersections in 2018.
2. Existing Plus Project: Existing traffic counts plus traffic generated by the Project.
3. Cumulative: Forecasts for the cumulative scenario are based on traffic growth trends as described in the Pleasant Hill General Plan EIR and supplemented by a check of traffic forecasts for the study area in the Contra Costa Countywide Travel Demand Model. In addition to considering the regional growth trends, the forecasts also consider approved/pending projects in the immediate study area.
4. Cumulative Plus Project: Cumulative forecasts plus traffic expected to be generated by the Project.

Analysis Methodology

Signalized Intersections. Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system. Signalized intersection operation is graded based upon two different scales. The first scale employs a grading system called Level of Service (LOS) which ranges from Level A, indicating uncongested flow and minimum delay to drivers, down to Level F, indicating significant congestion and delay on most or all intersection approaches. The Level of Service scale is also associated with a control delay tabulation (year 2000 Transportation Research Board [TRB] Highway Capacity Manual [HCM] operations method) at each intersection. The control delay designation allows a more detailed examination of the impacts of a particular project. Greater detail regarding the LOS/control delay relationship is provided in **Table 16.1**.

Table 16.1: Intersection LOS Criteria

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
Signalized Intersections		
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0
Unsignalized Intersections		
A	Little or no delays	≤ 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0
Source: 2000 Highway Capacity Manual (Transportation Research Board).		

Unsignalized Intersections. Unsignalized intersection operation is also typically graded using the Level of Service A through F scale. LOS ratings for all-way stop intersections are determined using a methodology outlined in the year 2000 TRB Highway Capacity Manual. Under this methodology, all-way stop intersections receive one LOS designation reflecting operation of the entire intersection. Average control delay values are also calculated. Intersections with side streets only stop sign controlled (two-way stop control) are also evaluated using the LOS and average control delay scales using a methodology outlined in the year 2000 TRB Highway Capacity Manual. However, unlike signalized or all-way stop analysis where the LOS and control delay designations only pertain to the entire intersection, in side street stop sign control analysis LOS and delay designations are computed for both the overall intersection operation as well as the stop sign controlled approaches or individual turn and through movements. **Table 16.1** provides greater detail about unsignalized analysis methodologies.

SETTING

The Project site is located on North Main Street and Oak Park Boulevard in Pleasant Hill at the boundary with Walnut Creek. The Project site is located in the City of Pleasant Hill, a City in Contra Costa County, north of the City of Walnut Creek and west of the City of Concord. The immediate area surrounding the Project site is primarily residential with supporting commercial uses in close proximity.

ROADWAY SYSTEM

Regional access to the site is provided by North Main Street and Interstate 680, with local access provided from Oak Park Boulevard. The following discusses the roadways that would provide access to the site and are most likely to experience direct traffic impacts, if any, from the proposed Project.

Interstate I-680 is a north-south freeway located east of the Project site. In the study area, it provides 5 mixed-flow and one high-occupancy vehicle lane in the southbound direction and 5 mixed-flow lanes in the northbound direction in addition to auxiliary lanes between interchanges. In the Project area, approximately 260,000 vehicles per day travel on I-680. Access to/from northbound I-680 in the study area is provided from Oak Road on the east side of the freeway. Access to/from southbound I-680 is provided from North Main Street at Sunnyvale Avenue. Ramps at Contra Costa Boulevard also provide freeway access to the area.

North Main Street is a north-south four-lane arterial that runs parallel to Interstate 680. Oak Park Boulevard has an overpass with ramps to access North Main Street. South of Oak Park Boulevard, the right lane in both directions is a Class III bicycle facility with bike sharrow markings. North of Oak Park Boulevard, buffered bicycle lanes are provided until the roadway transitions to Contra Costa Boulevard, where a bicycle lane is provided in the northbound direction, and Class III lane marking provided in the southbound direction. Sidewalks are also present on both sides of the road. No on-street parking is allowed along this arterial in the study area. The posted speed limit is 35 miles per hour.

Oak Park Boulevard is an east-west collector roadway that extends west from Buskirk Avenue to Pleasant Hill Road. It features a four-lane bridge across I-680, and then reduces to a two-lane undivided road at Pleasant Valley Drive. The roadway has wide shoulders that are primarily used for on-street parking, but is also used by bicyclists. Sidewalks vary along the road, with small stretches without sidewalks on either side of the road. The posted speed limit is 30 miles per hour.

Oak Road/Buskirk Avenue is a north-south arterial that runs parallel to Interstate 680. Oak Road is four lanes between Oak Park Boulevard and Walden Road before it becomes Civic Drive. Buskirk

Avenue is two lanes between Oak Park Boulevard and Hookston Court before it widens to four-lanes between Hookston Court and Monument Boulevard; the four-lane segment of Buskirk Avenue is a Class III bicycle facility with bike sharrow markings. North of Monument Boulevard, Buskirk Avenue becomes Ramona Drive. Sidewalks are present at least one side of the road and sometimes both. No on-street parking is allowed along this arterial in the study area. The posted speed limit is between 25 and 30 miles per hour.

Geary Road/Treat Boulevard is an east-west arterial that extends from Camino Verde to Clayton Road. Geary Road is two-lanes between North Main Street and Camino Verde before it continues as Pleasant Hill Road. Treat Boulevard is six-lanes between North Main Street and San Simeon Drive and four-lanes north of San Simeon before it continues as Denkinger Road at Clayton Road. Geary Road is a Class II bicycle facility with bike lanes. Sidewalks are present on both sides of the road except between North Main Street and Buskirk Avenue. On-street parking is allowed on Geary Road, but not Treat Boulevard. The posted speed limit is 35 miles per hour.

Via Del Sol is a two-lane residential street that extends from the EBMUD Trail to Oak Park Boulevard. There are sidewalks along the frontage of some residential properties, however for the most part there are no sidewalks along either side of the road. On-street parking is typically provided in unpaved shoulder areas.

Sun Valley Drive is a two-lane residential street that extends from Via Del Sol to North Main Street. There are no sidewalks along either side of the road expect along the frontage of Oak Park Hills Chapel. On-street parking is typically provided in unpaved shoulder areas.

Sunnyvale Avenue is a two-lane residential street that extends from Putnam Boulevard to North Main Street. Sunnyvale Avenue provides direct access to Southbound Interstate I-680. There are sidewalks along both sides of the road east of the EBMUD Trail and only along the frontage of some residential properties west of the EBMUD Trail. On-street parking is provided.

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, pathways, crosswalks, and pedestrian signals. Sidewalk coverage is not ubiquitous in the study area and there are gaps along sections of Oak Park Boulevard, Via Del Sol, Sun Valley Drive, and other residential streets in the immediate study area. There are high-visibility crosswalks with pedestrian actuated warning light systems in the study area that include the trail crossing on Oak Park Boulevard.

BICYCLE FACILITIES

Bicycle facilities include the following general types:

- Class I: Shared Use Path – These facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle cross-flow minimized.
- Class II: Bicycle Lane – Bicycle lanes provide a restricted right-of-way and are designated for the use of bicycles for one-way travel with a striped lane on a street or highway. Bicycle lanes are generally a minimum of five feet wide. Vehicle/pedestrian cross-flow are permitted.
- Class III: Bicycle Route with Sharrows – These bikeways provide right-of-way designated by signs or pavement markings for shared use with motor vehicles. These include sharrows or “shared lane markings” to highlight the presence of bicyclists.

- Class IV: Buffered Bicycle Lanes – Bicycle lanes that include a physically separated lane for increased comfort and protection of cyclists. Can be physically separated by a barrier, such as planters or on-street parking, grade-separated from the roadway, or a painted buffer area.

Bicycle facilities in the study area include Class IV and Class III facilities on North Main Street, Class II bicycle facilities on Geary Road, and Class II and Class III bicycle facilities on portions of Oak Park Boulevard.

The East Bay Municipal Utilities District (EBMUB) Trail is a shared use path that crosses Oak Park Boulevard approximately 650-feet west from Via Del Sol. This trail connects to the Contra Costa Canal Trail in the south and Contra Costa Boulevard in the north. From the Contra Costa Canal Trail, connections can be made to the regional trail system including the Iron Horse Trail.

TRANSIT SERVICE

Transit service in the area is primarily provided by The County Connection and Bay Area Rapid Transit (BART), with existing transit routes in the area shown on Figure 4 in Appendix J, along with the transit stops in the immediate vicinity of the Project site.

The County Connection provides fixed route, express route, school service and paratransit transit service within and connecting to Central Contra Costa County. The study area is served by Route 9, which travels on Oak Park Boulevard in the study area, and connects the Pleasant Hill BART Station to Diablo Valley College (DVC), and numerous schools, residential areas, and commercial areas along the way. Service is provided on headways ranging between 30 and 60 minutes. On a typical weekday, this route serves approximately 500 passengers a day; the majority of riders have a destination at the BART station or DVC.

Approximately 50 passengers per day on Route 9 originate from within the study area and access service from stops on Oak Park Boulevard. At the BART station, connections to numerous other County Connection routes and other transit service providers are available. Based on existing levels of ridership, excess capacity is available to accommodate increased levels of ridership.

Bay Area Rapid Transit (BART) provides regional transportation connections to much of the Bay Area and the Antioch line provides direct access to San Francisco, with several stops in Oakland where connections may be made to other lines. The closest BART station is the Pleasant Hill/Contra Costa Centre Station located less than a mile southeast the study area. BART train frequency ranges between 6-20 minutes from approximately 5:00 AM to 12:00 AM. Based on 2018 data from BART, approximately 8,000 passengers per day enter/exit the BART system at the Pleasant Hill/Contra Costa Centre Station.

STUDY INTERSECTIONS

Project impacts to the study area roadway facilities were identified by measuring the effect of Project traffic during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, when commute traffic is typically the highest. The study intersections were selected in consultation with City of Pleasant Hill staff based on a review of the Project location and the amount of traffic that could be added to the intersections in the site vicinity. **Figure 16.1** shows the study intersections and existing PM peak hour traffic volumes.

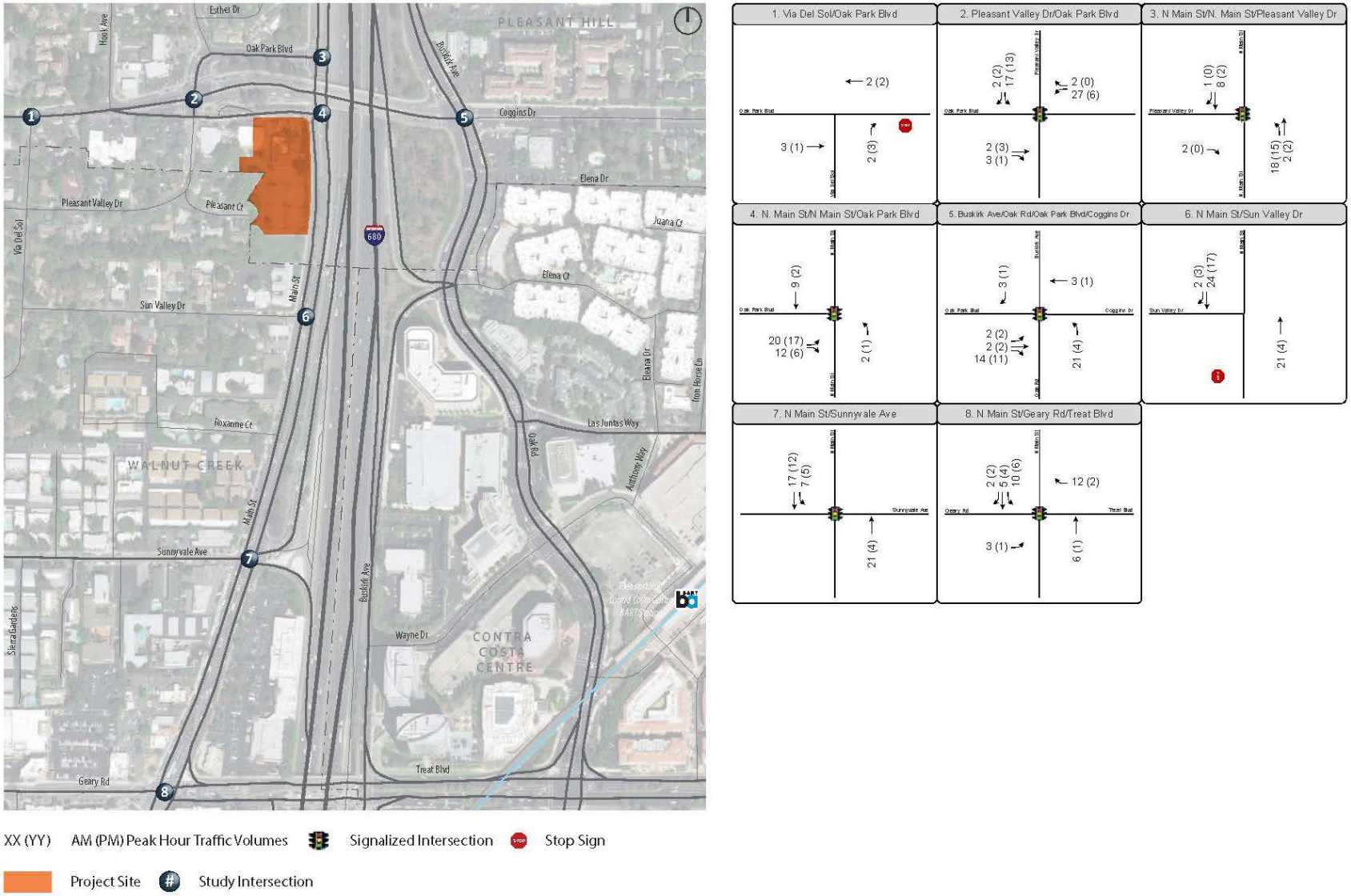

Figure 16.1: Traffic Study Intersections and Existing PM Peak Hour Traffic Volumes
Source: Fehr & Peers, Transportation Impact Assessment, December 2019.

Intersections in Pleasant Hill:

1. Oak Park Boulevard at Via Del Sol
2. Oak Park Boulevard at Pleasant Valley Drive
3. Pleasant Valley Drive at Main Street
4. Oak Park Boulevard at Main Street
5. Oak Park Boulevard/Coggins Drive at Buskirk Avenue/Oak Road
6. Sun Valley Drive at Main Street

Intersections in Walnut Creek:

7. Sunnyvale Avenue at North Main Street
8. Geary Road at North Main Street

EXISTING BASELINE CONDITIONS

Weekday morning (7:00 to 9:00 AM) and weekday evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted at the study intersections, in addition to separate counts of pedestrians, bicycles and heavy vehicles. For each of the count periods, a global peak hour was identified. The weekday AM and PM peak hours were identified to be 8:00 to 9:00 AM and 4:45 to 5:45 PM, respectively.

Intersection Levels of Service

Study intersections generally operate at overall acceptable service levels in accordance with benchmarks set by the City of Pleasant Hill and CCTA during both the weekday morning and evening peak hours, which was confirmed during field observations. Detailed intersection LOS calculation worksheets are provided in Appendix J. Although the intersection of Geary Road/Treat Boulevard at North Main Street is operates at LOS E during the evening peak hour, the level of service standard for this intersection is LOS F, so the existing LOS E would be considered acceptable. As noted above, **Figure 16.1** shows the study intersections and existing PM peak hour traffic volumes. Additional details including traffic count worksheets are provided in Appendix J. (Existing LOS is further detailed in Table 16.2 with the analysis below beginning on page 16-12.)

Although the study intersections are shown to operate within acceptable levels of service, significant levels of traffic diversion from I-680 and other regional travel routes can occur through the study area when there is recurring and non-recurring congestion on other routes. Congestion on I-680, State Route 242, and State Route 24 can influence the operations of intersections in the study area – for example, when traffic deviates from I-680 to Main Street, it can result in vehicle queue spillback that often extends from Geary Road through the signal at Oak Park Boulevard. The data collection effort and subsequent analysis is reflective of a day when there was not a major incident that resulted in atypical traffic diversion through the study area. Analyzing the effects of Project traffic on roadway operations considering increased traffic diversion due to non-recurring incidents on the regional transportation system would serve to dilute the effects of Project traffic and would reduce the Project's proportionate share to potential impacts.

Vehicle Queues

Although all intersections currently operate within the standards set by the City of Pleasant Hill and CCTA, there can be periodic vehicle queue spillback and delays greater than shown for some movements. (Existing LOS is further detailed in Table 16.2 with the analysis below and queue worksheets are provided in Appendix J.) Vehicle queues can exceed the available storage at the following intersections:

5. Oak Park Boulevard/Coggins Drive at Buskirk Avenue/Oak Road (northbound left-turn AM and PM peak hours)
7. Sunnyvale Avenue at North Main Street (northbound and southbound left-turn AM peak hour; and northbound right-turn PM peak hour)
8. Geary Road at North Main Street (westbound left-turn AM peak hour; southbound left-turn AM and PM peak hours, and northbound right-turn PM peak hour)

Peak Hour Signal Warrants

Peak hour traffic signal warrants were reviewed at the unsignalized study intersections. Peak hour warrants are not met at any of the unsignalized study intersection based on existing traffic volumes. Peak hour signal warrant worksheets are shown in Appendix J.

PROJECT TRIPS

Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Project trip generation estimates for the one-hour peak period during the weekday morning and evening commute when traffic volumes on the adjacent streets are typically the highest. Project trip generation was estimated using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).

As the surveys of hotel sites included in the Trip Generation Manual were conducted prior to rise in use of Transportation Network Companies (TNC) such as Lyft and UBER, the resulting trip generation estimates were increased to account for use of these services to and from the site, which is considered likely given the Project's proximity to BART – a little more than a half-mile – which may be too far for some people to walk, especially if they have luggage or there is inclement weather. Although a shuttle is proposed to connect the hotel and Pleasant Hill BART station for hotel guests, no transit discount was considered in the initial evaluation of potential Project impacts as the operational characteristics of the proposed shuttle in terms of operating hours and frequency are not well defined.

To determine the amount of TNC activity that could be expected, a trip generation study prepared by Fehr & Peers that includes surveys of TNC activity at hotels in a variety of land use/transportation settings was reviewed. Based on the available data, it is expected that up to 15 percent of peak hour trip generation activity for a hotel in a suburban setting close to transit could be a TNC trip. To account for the extra trip end with TNC activity, the initial trip generation estimates were increased by 15 percent to account for a TNC vehicle making two trips per group of arriving/departing guests, versus a vehicle that would park at the site.

As part of the trip generation assessment, traffic counts were conducted at the site access driveways in late May 2018 at the same time intersection turning movement counts were conducted to establish the level of traffic generated by the existing restaurant. Based on the driveway counts, the existing site use generates approximately 3 morning peak hour trips, and 82 evening peak hour trips.

Subtracting the existing trips detailed in the paragraph above, the Project is expected to generate approximately 107 net new morning peak hour, and 48 evening peak hour trips when considering TNC use and trips already generated by existing site uses.

Trip Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the site. Estimates of Project trip distribution were developed based on existing travel

patterns in the area, a select zone analysis using the Contra Costa Transportation Authority (CCTA) travel demand model, and the location of complementary land uses.

Given the location of Project access points, there is the potential for some guest and employees to travel through the adjacent neighborhood. For example, someone exiting the site from the right-out only driveway on Main Street could turn right onto Sun Valley Drive, right onto Via Del Sol, right onto the Oak Park Boulevard to either travel north on North Main Street, or travel east of I-680. It is estimated that 2 net vehicles in the morning peak hour and 3 net vehicles in the evening peak hour could take this example route, which would not be sufficient volume to have the potential to cause significant environmental impacts. While the number of trips expected to make these maneuvers is expected to be low, this routing is reflected in the Project trip assignment and analysis.

A full description of the trip distribution used can be found in the Transportation Impact Assessment included in Appendix J.

CUMULATIVE CONDITIONS

Cumulative forecasts were developed using traffic growth trends as described in the Pleasant Hill General Plan supplemented by a check of traffic forecasts for the study area in the Contra Costa Transportation Authority (CCTA) Countywide Travel Demand Model, as well as considering approved/pending projects in the immediate study area. The other projects that have been included in the cumulative condition are:

- Oak Park/Monticello Specific Plan
- Day Care center at the intersection of Boyd Road at Kahrs Avenue
- Fountainhead Day Care Center on Oak Park Boulevard
- Development of Housing Element Opportunity sites on Beatrice Road and Cleaveland Road5
- 85 Cleaveland

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Project impacts would be significant if they result in any of the following conditions:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3 [specifying criteria for analyzing transportation impacts]?

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

4. Result in inadequate emergency access?

STANDARDS

The determination of significance for Project impacts is based on applicable policies, regulations, goals, and guidelines defined by the City of Pleasant Hill, Walnut Creek, Contra Costa County, and the

Contra Costa Transportation Authority (CCTA). Changes to the CEQA guidelines as dictated by Senate Bill 743 are also considered.

The impacts of the Project were evaluated by comparing the results of the level of service calculations under Existing with Project and Cumulative with Project conditions to the results under Existing and Cumulative without Project conditions, respectively. The following criteria were used to identify significant off-site impacts of the proposed Project under the various criteria.

RELEVANT SIGNIFICANCE THRESHOLDS

Roadway Network

For this study, based on guidance contained in the City of Pleasant Hill General Plan and recently prepared environmental documents for other projects in the City, a significant transportation-related impact would occur if a project results in:

- Deterioration of peak hour operations at a signalized intersection from acceptable to unacceptable operations
- At an intersection projected to operate unacceptably prior to the addition of project traffic, the project increases delay by more than 5-seconds
- Deterioration of peak hour operations at a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:
    1. Project traffic results in satisfaction of the peak hour volume traffic signal warrant;
    2. Project traffic increases minor movement delay by more than 30 seconds; or
    3. Where the peak hour volume signal warrant is met without project traffic and delay cannot be measured, project increases traffic by 10 or more vehicles per lane on the controlled approach.
- The addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles where the queue already exceeds the available storage space (for example, vehicle queues extending beyond the available turn pocket length, impeding travel in the adjacent lanes)

The goal of City Pleasant Hill is to maintain LOS D during the peak hours, however signalized intersections located along CCTA Congestion Management Plan (CMP) network may operate at LOS E (i.e. intersections 3, 4, 6, 7 and 8). Additionally, the level of service standard at the North Main Street at Geary Road intersection is LOS F.

Bicycle and Pedestrian Network

The City of Pleasant Hill 2003 General Plan and City of Pleasant Hill Draft Pedestrian and Bicycle Master Plan, 2011, describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using these plans as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or

- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Pleasant Hill.

Transit System

Generally, a project causes a significant impact to transit facilities and services if an element of it conflicts with existing or planned transit services. The evaluation of transit facilities shall consider if:

- A project creates demand for public transit services above the capacity which is provided, or planned;
- A project or project-related mitigation disrupts existing transit services or facilities;[1]
- A project or project-related mitigation conflicts with an existing or planned transit facility; or
- A project or project-related mitigation conflicts with transit policies adopted by the City of Pleasant Hill, CCTA, or County Connection for their respective facilities in the study area.

Vehicle Miles of Travel

According to the Update to CEQA Thresholds of Significance and Transportation Impact Study Guidelines dated November 27, 2017, VMT impacts could have a significant effect on the environment if the project would:

1. Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay); or
2. Cause additional VMT per capita, per service population, or other appropriate efficiency measure;[2] or
3. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.

Neither the City of Pleasant Hill, Contra Costa County nor the Contra Costa Transportation Authority have adopted VMT thresholds, and the new guidelines section 15064.3 states that they do not take effect until July 1, 2020 unless the lead agency adopts them earlier. As agencies have until 2020 to fully implement VMT, a VMT analysis is presented at the end of this chapter for informational purposes only. Therefore, the above LOS roadway network thresholds are the currently applicable thresholds for the analysis to comply with CEQA Guidelines Section 15064.3.

[1] This includes disruptions caused by proposed-project driveways on transit streets and impacts to transit stops/shelters; and impacts to transit operations from traffic improvements proposed or resulting from a project.

[2] Based on the latest guidance from OPR, residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than-significant transportation impact. In MPO areas, development measured against city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the region-based threshold would undermine the VMT containment needed to achieve regional targets under SB 375.

CONFLICT WITH APPLICABLE CIRCULATION SYSTEM PROGRAMS, PLANS, ORDINANCE, OR POLICIES

Impact Traf-1: **Contributions to Vicinity Traffic.** The Project would add traffic to roadways and intersections in the vicinity of the Project. However, the contribution of traffic and/or resultant intersection service levels would be below applicable significance thresholds on both a project-specific and cumulative level. This is a ***less than significant*** impact.

Table 16.2 shows peak hour level of service and delay for the study intersections under all scenarios. Tables

Existing Plus Project Intersection Operation

As shown in **Table 16.2**, all intersections would operate at acceptable levels under existing plus Project conditions. The addition of Project traffic would worsen LOS D operations at the Sunnyvale Avenue at North Main Street intersection to LOS E operations during the morning peak hour by increasing average delay by 2-seconds. Although LOS E is considered acceptable for this intersection, optimizing traffic signal timings along the North Main Street corridor, which the Cities of Walnut Creek and Pleasant Hill do as a part of regular maintenance, could result in LOS D operations at this intersection.

At the Geary Road at North Main Street intersection, the addition of Project traffic does not appreciably increase average delay (1-second increase) during the PM peak hour when the intersection operates at LOS E. All other study intersections would continue to operate within the established level of service standards with the addition of Project traffic in the existing condition.

Therefore, Project-specific intersection impacts would be ***less than significant***.

Cumulative Baseline Plus Project Intersection Operation

As shown in **Table 16.2**, all intersections would operate at acceptable conditions under the cumulative baseline except at the Oak Park Boulevard at Via Del Sol intersection, which is projected to operate at an overall LOS A but with the side-street movement operating at LOS F during both the morning and evening peak hours prior to the addition of Project traffic in the cumulative condition.

The addition of Project traffic would not degrade the operation of any study intersection from an overall acceptable service level to an unacceptable service level, although it would worsen side-street delay at the unsignalized Sun Valley Drive at North Main Street intersection from LOS D to LOS E during the morning peak hour, as well as add traffic to the Oak Park Boulevard at Via Del Sol intersection where the side-street movement is projected to operate at an unacceptable LOS F prior to the addition of Project traffic. Additionally, the addition of Project traffic could worsen the operation of two signalized intersections projected to operate at LOS E or F prior to the addition of Project traffic. Consideration of whether the Project would have a significant impact at these intersections is further discussed below.

The Oak Park Boulevard at Via Del Sol intersection is projected to operate at an overall LOS A with the side-street movement operating at LOS F during both the morning and evening peak hours prior to the addition of Project traffic in the cumulative condition. The addition of Project traffic would not increase average delay for the side-street movement in either peak hour, and peak hour traffic signal warrants are not satisfied. Based on the significance criteria, this is not a significant impact.

Table 16.2: Peak Hour Intersection Operation, Existing and Cumulative

	Intersection	Control[1]	Peak Hour	Existing Conditions		Existing with Project Conditions		
				Delay[2,3]	LOS	Delay[2,3]	LOS	Signal Warrant Met?
1	Oak Park Boulevard at Via Del Sol	SSSC	AM PM	1 (34) 1 (32)	A (D) A (D)	1 (34) 1 (32)	A (D) A (D)	No No
2	Oak Park Boulevard at Pleasant Valley Drive	Signal	AM PM	9 7	A A	10 8	A A	- -
3	Pleasant Valley Drive at North Main Street	Signal	AM PM	13 11	B B	14 11	B B	- -
4	Oak Park Boulevard at North Main Street	Signal	AM PM	7 9	A A	8 9	A A	- -
5	Oak Park Boulevard/Coggins Drive at Buskirk Avenue/Oak Road	Signal	AM PM	21 16	C B	22 16	C B	- -
6	Sun Valley Drive at North Main Street	SSSC	AM PM	1 (13) 1 (11)	A (B) A (B)	1 (13) 1 (11)	A (B) A (B)	No No
7	Sunnyvale Avenue at North Main Street	Signal	AM PM	54 41	D D	56 41	E D	- -
8	Geary Road at North Main Street	Signal	AM PM	46 73	D E	46 74	D E	- -

	Intersection	Control[1]	Peak Hour	Cumulative Conditions		Cumulative with Project Conditions		
				Delay[2,3]	LOS	Delay[2,3]	LOS	Signal Warrant Met?
1	Oak Park Boulevard at Via Del Sol	SSSC	AM PM	1 **(58)** 2 **(77)**	A **(F)** A **(F)**	1 **(58)** 2 **(76)**	A **(F)** A **(F)**	No No
2	Oak Park Boulevard at Pleasant Valley Drive	Signal	AM PM	11 8	B A	11 8	B A	- -
3	Pleasant Valley Drive at North Main Street	Signal	AM PM	28 15	C B	33 15	C B	- -
4	Oak Park Boulevard at North Main Street	Signal	AM PM	10 12	A B	11 12	B B	- -
5	Oak Park Boulevard/Coggins Drive at Buskirk Avenue/Oak Road	Signal	AM PM	44 36	D D	47 37	D D	- -
6	Sun Valley Drive at North Main Street	SSSC	AM PM	2 (33) 1 (22)	A (D) A (C)	2 **(36)** 1 (23)	A **(E)** A (C)	No No
7	Sunnyvale Avenue at North Main Street	Signal	AM PM	52 72	D E	53 73	D E	- -
8	Geary Road at North Main Street	Signal	AM PM	108 163	F F	109 164	F F	- -

Notes: **Bold** indicates operations below the local LOS standard for acceptable operations (below LOS D).

1. SSSC = Side-street Stop Controlled
2. For side-street stop-controlled intersections, delay is presented for intersection average (worst movement).
3. Intersections 3 and 4 are evaluated using the HCM 2000 methodology.

Source: Fehr & Peers, 2018.

The Sun Valley Drive at North Main Street intersection is projected to operate at an overall LOS A with the side-street movement operating at LOS D during the morning peak hour prior to the addition of Project traffic in the cumulative condition. The addition of Project traffic would result in LOS E operations for the side-street movement in the morning peak hour by increasing delay for that movement by 3-seconds. However, peak hour signal warrants would not be satisfied. Based on the significance criteria, this is not a significant impact.

The Sunnyvale Avenue at North Main Street intersection is projected to operate at LOS E during the evening peak hour prior to the addition of Project traffic in the cumulative condition. The addition of Project traffic would increase average delay by 1-second. As LOS E is the standard for this intersection, and the delay increase is less than 5-seconds, this is not considered a significant impact.

The Geary Road at North Main Street intersection is projected to operate at LOS F during the evening peak hour prior to the addition of Project traffic in the cumulative condition. The addition of Project traffic would increase average delay by 1-second. As LOS F is the standard for this intersection, and the delay increase is less than 5-seconds, this is not considered a significant impact.

As detailed above, the Project would not have a significant impact at intersections operating below established level of service ranges in the cumulative condition and all other study intersections would continue to operate within the established level of service ranges with the addition of Project traffic in the cumulative condition. Therefore the Project would have a ***less than significant*** impact related to intersection operation under the cumulative condition.

Alternative Transportation (Transit, Bicycle, Pedestrian)

Pedestrian access to the site is via sidewalks along North Main Street and Oak Park Boulevard. The on-site sidewalks would meet all applicable standards. Bicycle access would generally be provided via the existing Class II bike lanes on Oak Park Boulevard and Class 3 bike route along North Main Street and bicycle parking would be provided per City requirements.

A County Connection transit stop is located on the north side of Oak Park Boulevard, just east of the Pleasant Valley Drive for eastbound travel and west of Pleasant Valley Drive for westbound travel. The Project does not propose to make any changes in the vicinity of the bus stops in the area. County Connection bus service provides local access to the area via Route 9. Based on the existing County Connection ridership data, there is sufficient excess capacity to accommodate potential transit demand from the Project.

Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. There would be ***no impact*** related to alternative transportation.

HAZARDS DUE TO DESIGN FEATURES OR INCOMPATIBLE USES

Impact Traf-2: **Site Access and Circulation.** The design of the Project would meet all applicable City and safety standards related to circulation of vehicles, pedestrians, and bicycles. This is a ***less than significant*** impact.

Vehicular Access and Circulation

Pre-Project access to the site is currently provided from two right-in/right-out driveways on Main Street and one full access driveway on Oak Park Boulevard. As part of the Project, access at the northern most site driveway would be modified to provide left-turn access into the site in addition to right-in

access and would be restricted to inbound traffic only; a landscaped median would also be constructed on Main Street at the approach to Oak Park Boulevard to prevent left-turn movements out of the site onto Main Street. A review of site access operations indicates that the site access intersections would operate acceptably as side-street stop-controlled intersections as summarized in **Table 16.3**, and would therefore be a ***less than significant*** impact. Although site access intersections would operate acceptably, vehicle queues on Oak Park Boulevard at North Main Street could extend beyond the Project driveway, impeding site access (discussed below).

Table 16.3: Site Access Intersections and Peak Hour Levels of Service

Intersection	Control[1]	Peak Hour	Cumulative With Project	
			Delay[2,3]	LOS[2,3]
9. Oak Park Boulevard at Project Entry	SSSC	AM PM	2 (11) 2 (10)	A (B) A (A)
10. Northern Project Driveway at North Main Street	SSSC	AM PM	0 (14) 0 (11)	A (B) A (B)
11. Northern Project Driveway at North Main Street	SSSC	AM PM	0 (16) 0 (11)	A (C) A (B)

Notes:
1. SSSC = side-street stop controlled intersection
2. Average and worst movement delay calculated using the 2010 HCM method.
3. For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst approach in parentheses.

Source: Fehr & Peers, 2018.

While not needed to address a significant environmental impact of the Project, the following recommendation would provide for clearer signage for on-site circulation:

> **Driveway Signage Recommendation:** Provide signage on-site noting that the northern entry driveway on North Main Street provides for inbound travel only.

Queuing

Vehicle queues were assessed for the signalized intersections in the existing with Project and cumulative with Project conditions. The addition of Project traffic would not result in vehicle queues to increase by more than 50-feet (or 2 car lengths) for movements where the 95th percentile queue exceeds capacity and therefore the Project would have a ***less than significant*** impact with respect to queuing. See Appendix J for full information regarding the queueing analysis performed.

However, while the Project would not significantly increase queues, the eastbound right-turn queues on Oak Park Boulevard at North Main Street would exceed capacity, which could block access to/from the Project driveway on Oak Park Boulevard. While not needed to address a significant environmental impact of the Project, the following recommendation would provide for better access to the site:

> **Oak Park Queuing Recommendation**: Within the existing pavement cross-section, restripe Oak Park Boulevard east of the Project driveway along the Project frontage to provide separate left-and right-turn lanes to North Main Street.

The restriping could be achieved within the existing roadway right-of-way and would serve to split the queue into two lanes, thereby decreasing the overall queue length and reducing the potential that queues at that intersection could block the Project driveway on Oak Park Boulevard.

Pedestrian and Bicycle Access and Circulation

The Project site plan shows pedestrian facilities along the Project frontages on Oak Park Boulevard and North Main Street with reconstructed directional curb ramps at the Project driveways. A six-foot walkway connecting the public sidewalk to the main entry is also proposed. The Project would not alter existing bicycle facilities within the Project area. Pedestrian and bicycle facilities would meet applicable requirements and the impact in this respect would be considered ***less than significant***. That being said, a pedestrian path does not completely encircle the building and guests may need to walk in the primary travel way to access the building entrance. With changed driveway geometry and increased driveway use, the Project would also marginally increase potential bicycle/vehicle conflicts in the driveway influence areas.

While not needed to address a significant environmental impact of the Project, the following recommendation would provide for improved pedestrian and bicycle circulation:

Pedestrian Connection Recommendation: Provide a pedestrian connection from the southern parking area to the main entrance so guests do not need to walk in the main entry travel way.

Pedestrian Visibility Recommendation: Restrict landscaping in the driveway influence areas to maintain visibility between vehicles and pedestrians. Install pedestrian scale lighting along Project frontages.

Bicycle Lane Improvements Recommendation: Modify bicycle facilities along the North Main Street Project frontage with a focus on driveway area conflict zones. Potential improvements could include a bike ramp to the sidewalk and widening the sidewalk to 10-feet, or providing skip-stripe pavement marking within the driveway influence area to provide a space for cyclists and to alert drivers to the potential presence of cyclists.

EMERGENCY ACCESS

The fire station closest to the site is located on Boyd Road, approximately 1.2 miles from the site via Cleaveland Road and North Main Street. A second fire station is located at 2012 Geary Road approximately 1.5-miles from the Project site via Putnam Boulevard/Geary Road or Main Street/Geary Road. Primary access to the Project site would occur from existing roadways that would not be changed as part of the Project. The Project site plan shows drive aisles throughout the site of at least 24-feet with at least 26-foot drive aisles surrounding the building, which provides the required clear-way for fire access. Therefore, the Project would have ***no impact*** related to emergency access.

ADDITIONAL NON-CEQA INFORMATION

The preceding discussion includes all analysis required under CEQA for traffic and circulation impacts. The following discussion has been included to respond to issues that are known to be of interest to the public and decisions-makers but that are not addressed in the above environmental analysis.

Parking

Parking supply was eliminated from the state's CEQA Guidelines with the revisions that became effective in March 2010. The Court of Appeals has held that parking is not part of the permanent

physical environment, that parking conditions change over time as people change their travel patterns, and that unmet parking demand created by a project need not be considered a significant environmental impact under CEQA unless it would cause significant secondary effects.[3] Parking supply/demand varies by time of day, day of week, and seasonally. Parking deficits are an inconvenience to drivers, but not a significant physical impact on the environment. Decreased availability and increased time and potentially monetary costs result in changes to people's mode and pattern of travel.

Therefore, the following discussion of parking has been included as an informational item to be evaluated as part of the planning review process, and not to assess a primary environmental impact. However, parking deficits may be associated with secondary physical environmental impacts, such as air quality and noise effects, caused by congestion resulting from drivers circling as they look for a parking space. Cars circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. The potential for substantial parking deficits and therefore potential for secondary environmental impacts is discussed below.

Off-street parking requirements and design guidance are outlined in the City of Pleasant Hill Municipal Code Chapter 18.55.30. For hotel uses, one off-street parking space per room plus one off-street space per each 50 square-feet of banquet facilities is required. No banquet facilities are proposed as part of the Project. A 15 percent reduction to the parking supply is permitted for projects within the City's Priority Development Areas (PDAs). Based on the City Code requirements with a 15 percent PDA reduction, 132 off-street parking spaces are required. The Project proposes to provide 133-spaces, which is 1-space above code requirements. Parking demand for the Project is also likely to be influenced by the potential use of Transportation Network Companies such as UBER and Lyft, as well as the proposed shuttle between the site and BART. When considering these other travel options to the site, a greater surplus could be expected.

Although the Project would provide sufficient parking to meet code requirements, and the use of TNCs and shuttles are expected to reduce overall site parking demand, variations in parking demand and unforeseen circumstances could result in periodic parking shortfalls. While not needed to address a significant environmental impact of the Project, the following recommendation would provide for monitoring of parking demand:

> **Parking Demand Monitoring Recommendation**: Monitor Project parking demand between 6 months and 1 year of occupancy. The parking monitoring should include parking demand observations on a weekday and a weekend, establish the level of TNC activity, and use of the proposed shuttle. Based on the occupancy levels at the time of data collection, project parking demands with full occupancy. Should potential parking shortfalls be identified with full occupancy, implement additional parking demand management strategies, which could include:
>
> • Valet Parking
>
> • Employee Transit Passes
>
> • Increased shuttle hours
>
> • TNC Subsidies

The City of Pleasant Hill requires that new commercial parking areas provide electric vehicle charging stations, at a rate of 1 space for each lot with between 25 and 50 spaces, and 1 EV charging station for

[3] *San Franciscans Upholding the Downtown Plan v. the City and County of San Francisco* (2002) 102 Cal.App.4th 656.

each 50 additional spaces. Five electric vehicle parking stalls are identified on the site plan, which exceeds the requirement of at least four electric vehicle charging spaces.

The City of Pleasant Hill requires that for commercial developments bicycle parking be provided at a rate of 2 percent of the parking supply, which would result in 3 bicycle spaces based on the unadjusted code required parking. Secure employee bicycle parking could encourage employees to bicycle to work. While not needed to address a significant environmental impact of the Project, the following recommendation would provide for adequate bicycle parking:

> **Bicycle Parking Recommendation**: Provide at least 3-short term bicycle parking spaces and a bicycle locker. Identify a designed shared mobility hub where shared bicycles and scooters could be dropped-off outside of main pedestrian travel routes.

Vehicle Miles Traveled

As discussed above, no VMT threshold is yet applicable in Pleasant Hill and this analysis is presented for informational purposes. OPR has established a draft threshold for the evaluation of residential, office and retail trips. For those uses, developments that have an estimated vehicle miles of travel 15 percent below existing regional (office and residential if the number of residential units exceeds allotted amount in the Sustainable Communities Strategy (SCS)) and/or city (residential if the number of residential units is within allotted amount in the (SCS)) VMT/capita (work-based) would be considered less than significant. For retail uses, a net-increase in VMT would be considered significant. As a Hotel use does not fall within the office, retail or residential category, only the work-based trips were considered for the purposes of this SB 743 assessment.

To conduct the VMT assessment, Fehr & Peers used information from the Metropolitan Transportation Commission (MTC). The existing average trip lengths for the City of Pleasant Hill, Contra Costa County and the Bay Area based on the MTC data are presented in **Table 16.4**, along with home based trips for informational purposes. Trip length information for the travel analysis zone (TAZ) in which the Project is located is also shown in the table. Home based trips in Pleasant Hill and Contra Costa County are slightly higher than the Bay Area average, while work based trips to jobs in Pleasant Hill are lower than the county average, but higher than the Bay Area average, indicating that people who have jobs in Pleasant Hill tend to commute longer than average distances compared to the remainder of the Bay Area.

Table 16.4: Existing Average Trip Lengths

Land Use Type	Project TAZ	Pleasant Hill	Contra Costa County	Bay Area
Home Based VMT	16.7	17.5	18.0	15.3
Work VMT	25.76	25.9	27.2	22.7

Source: Source: MTC, Fehr & Peers, 2018.

For the assessment of VMT for purposes of SB 743, only the work-based trips are considered as a hotel would have limited control over how guests access the hotel. Based on data published by MTC, the average VMT for workers in the Project TAZ is 25.76 vehicle miles worker per day. This level of vehicle travel is higher than the Bay Area average, but slightly lower than both the County average (lower by 5 percent) or city-wide average (lower by 0.5 percent).

17

UTILITIES AND ENERGY

INTRODUCTION

This chapter discusses utility supply and demand and energy use based on publically-available documents and information.

KNOWN CONCERNS

In response to the NOP, the Contra Costa County Public Works Flood Control and Water Conservation District provided information regarding the drainage district and required fees and recommended review of the proposed storm drain facilities and hydraulic calculations. The Contra Costa Water District provided information regarding provision of water services and changes to water infrastructure on site to remove the old uses and serve the new. Where these concerns relate to the potential for an environmental impact, they are addressed by the analysis presented in this chapter.

SETTING

WASTEWATER

The Central Contra Costa Sanitary District collects and disposes of Pleasant Hill wastewater, which is treated at the Central Contra Costa Sanitary District Treatment Plant located in Martinez. This plant treats an average of approximately 34 million gallons of wastewater per day and has a treatment capacity of 54 million gallons per day (mgd) and 240 mgd of wet weather flow and over 1,540 miles of underground pipeline[1]

According to the City's General Plan, the plant has adequate capacity to accommodate anticipated growth projected in Pleasant Hill. (Average dry weather flow for the 165-square mile district in 1999 was 39.6 million gallons per day [mgd], 88 percent of the amount allowed under the National Pollution Discharge Elimination System permit at the time.)

WATER

According to the City's General Plan, the primary source of water for Pleasant Hill is the surface water of the Sacramento-San Joaquin Delta, transported via the Contra Costa Canal. The Contra Costa Water District (CCWD) treats this water and provides it directly to the area of Pleasant Hill generally east of Pleasant Hill Road. The water purveyors can also draw groundwater from wells or surface water from their own reservoirs or the Sacramento or San Joaquin Rivers to supplement supplies.

[1] Central Contra Costa Sanitary District website http://www.centralsan.org/index.cfm?navid=1

CCWD provides treated water to approximately 200,000 customers from three water treatment plants, as well as treated water storage reservoirs, pump stations, and pipelines that form the distribution system for the water district. In 2015, CCWD had a demand of 119,420 acre-feet per year (AFY) with a projected demand in 2040 of 199,300. CCWD's current and planned supplies through 2040 are an average total supply of 213,700 AFY in the near term and 249,800 AFY in the year 2040. The average supply would be adequate to meet projected demand through at least 2040 and water management measures would be implemented during multi-year droughts. Increased supply and reduced per capita demand over time are planned to be achieved through small increases in supply agreements, continued implementation of water demand management measures focused on conserving water and eliminating water waste, and continuing increased use of recycled water.[2]

STORMWATER

In both the current and proposed condition, the site and nearby areas drain to two storm drains in the adjacent roadways, where the flow joins with the Pleasant Hill stormwater system.

SOLID WASTE

Republic Services, a private company, is contracted to pick up solid waste, recyclable materials, and green waste within the city and its environs. The sole repository of solid waste for the City of Pleasant Hill is Keller Canyon Landfill. Keller Canyon Landfill totals 1,400 acres, 244 of which are permitted for disposal of municipal waste. The landfill has a permitted capacity of 3,500 tons per day with a current application to increase the permitted capacity to 4,900 tons per day. As of 2004 (the last reported date), the landfill was 15.5% full and expected to operate through at least 2030.[3]

REGULATORY SETTING

Wastewater treatment and disposal in the City of Pleasant Hill is governed by laws, regulatory programs and policies established by the Federal government, the State of California, the San Francisco Bay RWQCB, and the City of Pleasant Hill. Most of the pertinent requirements affecting wastewater facilities for the proposed Project are contained in the following:

FEDERAL LAWS AND REGULATIONS

Clean Water Act (CWA)

The Clean Water Act (CWA) was enacted by Congress in 1972 and amended several times since its inception. It is the primary federal law regulating water quality in the United States, and forms the basis for several state and local laws throughout the country. Its objective is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA prescribed the basic federal laws for regulating discharges of pollutants as well as set minimum water quality standards for all waters of the United States. At the Federal level, the CWA is administered by the U.S. Environmental Protection Agency (EPA). At the state and regional level, the CWA is administered and enforced by the State Water Resources Control Board (SWRCB) and the Regional Water Quality

[2] Contra Costa Water District, June 2016, 2015 *Urban Water Management Plan for the Contra costa Water District.*

[3] CalRecycle Facility Information, Available through https://www2.calrecycle.ca.gov/swfacilities/Directory/07-AA-0032.

Control Boards (RWQCBs). The State of California has developed a number of water quality laws, rules, and regulations to assist in the implementation of the CWA and related Federally mandated water quality requirements. In many cases, the Federal requirements set minimum standards, and the laws, rules, and regulations adopted by the State and Regional Boards are more restrictive, i.e. more protective of the environment.

STATE LAWS AND REGULATIONS

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act establishes the SWRCB and the RWQCB as the principal state agencies having primary responsibility for coordinating and controlling water quality in California. The Porter-Cologne Act establishes the responsibility of the RWQCBs for adopting, implementing, and enforcing water quality control plans (Basin Plans), which set forth the state's water quality standards (i.e. beneficial uses of surface waters and groundwater) and the objectives or criteria necessary to protect those beneficial uses.

San Francisco Bay Water Quality Control Plan (Basin Plan)

The San Francisco Bay RWQCB is responsible for the development, adoption, and implementation of the Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the San Francisco Bay Region. The Basin Plan identifies beneficial uses of surface waters and groundwater within its region and specifies effluent limitations, discharge prohibitions, and water quality objectives to maintain the existing potential beneficial uses of the waters. The proposed Project is required to adhere to all applicable requirements of the Basin Plan.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring a Project's environmental impacts are based upon CEQA Guidelines thresholds in the topics of Utilities and Energy:

1. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

2. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

3. 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?

4. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

5. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

6. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

7. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

WATER SUPPLY AND FACILITIES / WASTEWATER TREATMENT, FACILITIES AND CAPACITY

Impact Util-1: **Increased Water Demand and Wastewater Generation.** The proposed Project represents redevelopment of an existing commercial site and the proposed wastewater generation and water use would not be unexpected for the property. As a standard condition of any project, the proposed Project will pay appropriate development impact and utility connection fees toward ongoing improvement and maintenance of the water and wastewater systems and comply with all applicable regulations. While the proposed Project would lead to an increase in demand for water and generation of wastewater, it would utilize existing water entitlements and resources and would not cause an exceedance of wastewater treatment requirements or result in the need for new facilities. Therefore, the impacts related to water and wastewater are ***less than significant***.

According to the estimates in the CalEEMod modeling (see Chapter 6: Air Quality and Appendix C), and taking into account removal of the existing Black Angus restaurant, the Project would generate a net new 3.77 AFY of water demand. Wastewater is generally assumed to be 75% of water usage, so would average approximately 2.83 AFY.

Based on CCWD's adopted Urban Water Management Plan, there would be sufficient water supplies to continue serving the needs of Pleasant Hill with continued development, included of the Project site.[4] The temporary consumption of water for dust suppression, soil conditioning, washing of equipment, etc. during Project construction would be short-term and would be a minute fraction of the water consumption in the area. This short-term water demand would be less than the Project's long-term annual operational demand and would not adversely affect the water supply or require new entitlements. Therefore, there would be sufficient water supplies to continue serving the needs or the Project and Project impacts related to increased water supply and wastewater generation would be ***less than significant***.

STORM WATER DRAINAGE FACILITIES

According to the Hydrology Study (Appendix G), while impervious surfaces would be increased from 70.7% to 85.1% of the site, the Project plans include on-site detention drainage facilities to capture increased storm flows and meet applicable water quality regulations and such that the small increase in discharge flow will not pose a significant impact on existing downstream facilities. (See the Hydrology chapter for additional details.) Therefore the proposed Project would have ***no impact*** related to storm water drainage facilities.

SOLID WASTE

Impact Util-2: **Increased Solid Waste Generation.** Construction and operation of the proposed Project would be expected to be in full compliance with all federal, state and local

[4] Contra Costa Water District, *2015 Urban Water Management Plan*, June 2016.

statutes and regulations. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and would not conflict with applicable solid waste management and reduction statutes. The Project would have a ***less than significant*** impact in relation to solid waste.

The Project would be required to comply with local provisions for waste and recycling upon construction as well as ongoing service provisions, which are intended to also meet state and federal regulations. Solid waste from Pleasant Hill is brought to the Keller Canyon Landfill. Based on the CalRecycle solid waste generation rate of up to 4 lbs of waste per room per day for hotels5, the proposed use would generate approximately 112 tons of solid waste per year, which would equate to less than 0.01% of the daily landfill capacity. This Project would contribute marginally to the solid waste going to the landfill, but this would be within the capacity of local infrastructure and standards and would not conflict with local management and reduction statutes and the impact would ***be less than significant***.

ENERGY CONSUMPTION

Impact Util-3: **Increased Energy Consumption.** The Project would have an incremental increase in the demand for gas and electrical power. However, the Project is required to meet current energy efficiency standards and its energy use would be typical of similar modern uses. The Project would not violate applicable federal, state and local statutes and regulations relating to energy standards or result in wasteful, inefficient, or unnecessary consumption of energy resources and would therefore have a ***less than significant*** impact relating to energy consumption.

The Project is estimated to require approximately 824 megawatt hours/year of electricity and 3,598 million British Thermal Units (MMBTU) of natural gas.[6] This does not discount for existing energy usage at the site, which was not constructed to current energy-efficiency standards. The Project would be required by the City to comply with all standards of Title 24 of the California Code of Regulations and the CALGreen standards, as applicable, aimed at the incorporation of energy-conserving design and construction, which would ensure the Project is consistent with applicable requirements. This Project would have similar energy requirements as other similar developments elsewhere and would not be relatively wasteful, inefficient, or unnecessary. Although the Project would incrementally increase energy consumption, it would not result in a significant impact related to energy consumption.

[5] CalRecycle, Last Updated December 30 2009, Estimated Solid Waste Generation Rates for Service Establishments. Available at: http://www.calrecycle.ca.gov/wastechar/WasteGenRates/Service.htm

[6] Electricity and natural gas usage reported by the CalEEMod emissions model utilized for the emissions modeling and included in Appendix C.

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OTHER CEQA CONSIDERATIONS

INTRODUCTION

This chapter of the Draft EIR contains discussion of the following additional CEQA considerations:

- Mandatory Findings of Significance
- Significant Irreversible Modifications in the Environment
- Growth Inducing Impacts

MANDATORY FINDINGS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines (Environmental Checklist) contains a list of a list of mandatory findings of significance that may be considered significant impacts if any of the following occur:

- Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of California history or prehistory?
- Does the project have impacts that are individually limited, but cumulatively considerable?
- Does the project have environmental effects which will cause substantial adverse effects on human beings either directly or indirectly?

QUALITY OF THE ENVIRONMENT

Project implementation could lead to development that adversely affects the environment in terms of impacts to various CEQA issue topics, as discussed in this EIR. However, all impacts of the Project are considered to be less than significant with mitigation. Therefore, implementation of the Project would not substantially degrade the quality and extent of the environment provided all policies, rules, and regulations of all relevant governing bodies are adhered to, and the mitigation measures contained within this document are implemented.

CUMULATIVE IMPACTS

The vicinity of the Project site is largely already developed. The cumulative context for analysis in this EIR includes the existing development as well as the following current and/or probable future projects in Pleasant Hill and Walnut Creek:

- Oak Park/Monticello Specific Plan
- Day Care center at the intersection of Boyd Road at Kahrs Avenue

- Fountainhead Day Care Center on Oak Park Boulevard
- Development of Housing Element Opportunity sites on Beatrice Road and Cleaveland Road
- 85 Cleaveland

It is assumed that the above is the near term cumulative growth anticipated in the Project vicinity, but where larger area or farther term analysis was required, buildout is presumed as under the *City of Pleasant Hill General Plan 2003* (Adopted July 21, 2003).

As detailed in Chapters 4 through 17 of this EIR, cumulative impacts of the Project are considered to be less than significant or reaching that level with mitigation for all topic areas. Implementation of the Project would not cumulatively impact the environment provided all policies, rules and regulations of all relevant governing bodies are adhered to, and the mitigation measures contained within this document are implemented.

ADVERSE EFFECTS ON HUMAN BEINGS

While human beings could be affected by a variety of impacts described above, the Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Potential air quality emissions, noise, and hazardous materials impacts on adjacent land uses are ***less than significant with mitigation***. The Project would not expose people to substantial new hazards. There would be no other adverse effects on human beings.

SIGNIFICANT IRREVERSIBLE MODIFICATIONS IN THE ENVIRONMENT

An EIR must identify any significant irreversible environmental changes that could be caused by a project. These may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. The *CEQA Guidelines* describe three distinct categories of significant irreversible changes: 1) changes in land use which would commit future generations to specific uses; 2) irreversible changes from environmental actions; and 3) consumption of non-renewable resources.

Changes in Land Use Which Would Commit Future Generations

The Project proposes a hotel use along the I-680 corridor, which currently and historically housed such uses. The type of use is consistent with plans and policies for development of the site and historic uses and would not constitute a change in land use which would commit future generations.

Irreversible Changes from Environmental Actions

The Project is currently and previously developed with urban uses. Redevelopment of the site would not represent a change from a natural environmental state. This Project would contribute to regional emissions of air pollutants and greenhouse gasses, largely from vehicle emission of guests traveling to and from the site. However, the level of impact was determined to be less than significant and is expected to be further reduced over time as regulations and changes in travel habits lead to reduced vehicle emissions. There would be no other potential irreversible changes from environmental actions.

Consumption of Nonrenewable Resources

Consumption of nonrenewable resources can include increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. The Project would not result in the loss of agricultural lands or mining reserves. Development of the Project area as proposed could result in the commitment of nonrenewable resources (e.g., gravel and petroleum products) and slowly renewable resources (e.g., wood products) used in construction. The operation of the proposed use would also require commitment of water and energy resources (e.g., petroleum products for vehicle operations, natural gas and electricity for lighting, heating, and cooling). However, the relative amount of resource use is low and this Project represents development of a commercial use on a site historically used for and currently zoned for such uses so would not necessarily be considered a new allocation of resources.

GROWTH INDUCING IMPACTS

The Project would not be expected to result in a direct increase in the local population, since it would not result in the construction of any new housing units. The Project site is surrounded by existing development and infrastructure and it is therefore not anticipated that improvements for this site would be used to support substantial additional growth in surrounding areas.

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ALTERNATIVES

INTRODUCTION

The California Environmental Quality Act Guidelines (CEQA Guidelines, 1970, as amended, Section 15126.6) require an EIR to include a discussion of a reasonable range of alternatives to the proposed project. The CEQA Guidelines also require that the EIR explain why specific project alternatives considered at one time were rejected in favor of the proposed project. The selection of alternatives is to be guided by the provision of reasonable choices and the promotion of informed decision making and informed public participation. An EIR need not evaluate alternatives that would have effects that cannot be determined, or for which implementation would be remote and speculative.

The Guidelines also require that the EIR specifically evaluate a "no project" alternative within this discussion and that an "environmentally superior" alternative be identified (Section 15126.6 [e]).

The alternatives addressed in this EIR were selected based on the following factors:

1. The extent to which the alternative would accomplish most of the basic project objectives.
2. The extent to which the alternative would avoid or lessen any of the identified significant environmental effects of the project (discussed in Chapters 4 through 18).
3. The potential feasibility of the alternative (as discussed in this Chapter).
4. The extent to which the alternative contributes to a "reasonable range" of alternatives necessary to permit a reasoned choice.

The proposed Project is fully described in Chapter 3 of this EIR (Project Description). The environmental consequences are addressed in Chapters 4 through 18 of this EIR.

PROJECT OBJECTIVES

CEQA requires the analysis of alternatives that would feasibly attain "most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project."[1] Therefore, the stated objectives can be used as a metric against which an alternative can be measured when determining overall feasibility.[2] Additionally, CEQA requires the evaluation of a proposed project to address only impacts to the physical environment; economic and social effects can be analyzed only as one link in a chain of cause and effect from a proposed decision (e.g., physical

[1] *CEQA Guidelines*, Section 15126.6 (a)

[2] Ibid., Section 15126.6 (a)

changes caused, in turn, by economic and social changes).[3] However, economic viability can be considered when determining the feasibility of a project alternative.[4]

The following are the objectives that would be fulfilled by the proposed Project. Alternatives will be evaluated in part based on their ability to meet these objectives.

1. To develop an underutilized site and to improve the appearance of a key gateway site of the city of Pleasant Hill.
2. To facilitate infill development that can take advantage of a commercial site with visibility from the freeway; easy access to and from the freeway, location on a main arterial roadway, and close proximity to existing retail, office, and residential uses.
3. To enhance the boundary wall and provide enhanced landscaping to buffer between the project and nearby residences.
4. To encourage visitors to the city of Pleasant Hill by promoting visitor-serving uses.
5. To help generate revenue for the benefit of the city.

PROJECT IMPACTS

The Project would result in potentially significant impacts associated with the following topics, which would be significant without the implementation of mitigation measures, but would be reduced to a less than significant level if the mitigation measures recommended in this document are implemented.

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology
- Noise
- Transportation and Circulation

All other topic areas would have no impact or less than significant impacts only (and this would not change for the alternatives).

Based on the analysis contained in this Draft EIR, implementation of the Project would not result in any significant and unavoidable impacts.

A comparison of the alternatives with respect to all the topic areas listed above is included in Table 19.2 at the end of this chapter.

[3] Ibid., Section 15131.

[4] Ibid., Section 15126.6(f)(1).

ALTERNATIVES ANALYSIS

The alternatives analysis is presented as a comparative analysis to the proposed Project. A project may have the potential to generate significant impacts, but changes to certain features may also afford the opportunity to avoid or reduce such impacts. The following alternatives analysis compares the potential significant environmental impacts of the alternatives with those of the proposed Project for each of the environmental topics analyzed in detail in Chapters 4 through 18 of the EIR and discusses feasibility of implementation, and ability to meet objectives.

SELECTION OF ALTERNATIVES

A. No Project

B. Reduced Height Hotel

C. Retail Redevelopment

Because this EIR identified no significant and unavoidable impacts of the proposed Project, alternatives were selected based on known neighborhood concerns related to the height of the proposed hotel building and development that could be allowed with no change in the General Plan/zoning at the site.

Three alternatives were evaluated. All of the alternatives are located on the Project site. Differences between the alternatives focus on either a) reasonable alternative uses that would have lower noise and vehicle trip generation and related air emissions and b) attempts to reduce the impact of traffic using neighborhood streets. The three alternatives to be analyzed in comparison to the proposed Project are shown in **Table 19.1** and are as follows:

Alternative A: No Project Alternative. Alternative A is a "no project" alternative. It assumes the proposed Project is not approved and the existing uses remain on the site. The Black Angus would remain in operation and this alternative assumes the 3,080 square foot vacant commercial building at 1531 Oak Park Boulevard would remain vacant.

This alternative satisfies the CEQA requirement to evaluate a "No Project" alternative, which means "the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Guidelines, Section 15126.6[e][2]). While the Guidelines allow the no project alternative to assess development under the continuation of the existing plan, policy, or operation into the future, the site is currently partially developed with commercial buildings and a parking lot, and while it is possible that plans to intensify the existing development on the site may be proposed at some future point, there is no reason to believe this would happen in the near-term. Therefore, Alternative A presumes the site would remain largely in its current state.

Alternative B: Reduced Height Hotel. Alternative B assumes a hotel with the same number of rooms would be constructed at the site but with a lower height – reaching only a maximum of three stories instead of four. Reduced height would be achieved through increasing the building footprint to accommodate more rooms on less floors. Because nearly the entire site is utilized under the proposed Project for required landscaping and parking in addition to the hotel building, the increased building footprint would necessitate underground parking to be incorporated into the site plan. Construction activities under this alternative would be increased to include excavation for and construction of underground parking.

Alternative C: Retail Redevelopment. This alternative assumes the site is fully redeveloped with retail/restaurant uses up to the existing allowable FAR of 0.4. For purposes of this analysis, this is assumed to be a one-story shopping center split approximately 75% retail uses (32,540 square feet) and 25% restaurant uses (10,845 square feet). This analysis assumes required parking and landscaping could be accommodated on the remainder of the site with no need for underground parking.

Table 19.1: Project and Alternatives

ALTERNATIVE	HOTEL ROOMS	RETAIL/ RESTAURANT (SQUARE FEET)	TRIP GENERATION [1]		
			DAILY	AM PEAK HOUR	PM PEAK HOUR
Proposed Project	155	0	1,350	107	48
A: No Project [2]	0	9,709	840	3	82
B: Reduced Height Hotel	155	0	1,350	107	48
C: Retail Redevelopment	0	43,385	1,605	135	148

Notes:

[1] Trip generation of hotel uses are based on the Transportation Impact Assessment prepared for this analysis (see Chapter 16 and Appendix J). ITE 10th Edition rates for Shopping Center (ITE Code 820) and High Turnover/Sit Down Restaurant (ITE Code 932) were used for retail and restaurant uses in Alternative C. For the proposed Project and Alternatives that show a change in use from existing (B and C), existing trips at the site were subtracted to show net new trips.

[2] Trip generation of existing uses (No Project) are based on the Transportation Impact Assessment prepared for this analysis (see Chapter 16 and Appendix J). These are shown here for comparison purposes though note they would represent no net change from existing conditions for purposes of impact analysis.

Alternatives Rejected as Infeasible

As described above, Section 15126.6(c) of the CEQA Guidelines requires an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.

The Project proposes redevelopment of this specific underdeveloped/ underutilized site containing a small vacant site and long-vacant retail building. While a hotel could be proposed at a different site, it would be unrelated and independent to the current proposal. Therefore, an off-site alternative was not further considered in this EIR.

Other development could be possible under the existing zoning/General Plan regulations or a different size/configuration for the hotel. The development alternatives, B and C, were chosen from possible development scenarios as the most feasible because these are consistent with the existing nearby uses (Alternative C) or represent a version of the proposed Project that could address some non-environmental concerns from neighbors (Alternative B).

Obviously, not every possible alternative to the Project can be fully evaluated. Alternatives A through C satisfy the requirement to consider and discuss "a range of reasonable alternatives to the project" pursuant to CEQA Guidelines section 15126.6. As discussed in the descriptions above, these

alternatives were chosen as reasonable alternatives at this site and no additional alternatives were identified that would substantially contribute to a meaningful evaluation, analysis, and comparison of the project to possible alternatives.

ALTERNATIVE A: NO PROJECT ALTERNATIVE

Impact Analysis

The No Project Alternative would involve no physical changes to the existing development at the Project site. The impacts of the existing uses are consistent with the baseline for evaluation of this EIR, and are therefore not considered new impacts. Therefore, this Alternative would not result in any environmental impacts.

Ability to Accomplish Project Objectives and Feasibility

Alternative A would have the following ability to meet project objectives:

1. Alternative A would not develop the currently underutilized gateway site.
2. Alternative A would not result in infill development to take advantage of a commercial site with visibility from the freeway; easy access to and from the freeway, location on a main arterial roadway, and close proximity to existing retail, office, and residential uses.
3. Alternative A would not enhance the boundary wall and buffer between the project and nearby residences.
4. Alternative A would not encourage visitors to the city of Pleasant Hill by promoting visitor-serving uses.
5. Alternative A would not increase revenue generation for the benefit of the city.

Alternative A fails to support any of the project objectives.

ALTERNATIVE B: REDUCED HEIGHT HOTEL

Impact Analysis

Impact Summary

This alternative would involve the same operational characteristics with a 155-room hotel. Because the three and four story height of the hotel under the proposed Project does not result in significant environmental impacts, the reduced three story height responds to neighbor preference only and would not change environmental impacts related to height. Therefore, operational impacts would remain approximately the same as under the Project.

However, to accommodate the reduced height to three stories only, the building would have a larger footprint and additional construction activities would be required to excavate for and construct underground parking. Construction traffic and emissions would increase only marginally from the proposed Project. Due to the extended construction period and need for noisy excavation activities, Alternative B would result in substantially increased construction noise impacts resulting in a significant and unavoidable construction noise impact.

Air Quality and Greenhouse Gas Emissions

Operational emissions are generated mostly by vehicles traveling to and from the site with site energy use and maintenance accounting for the remainder. Alternative B would result in approximately the same building size and trip generation on the same site, so operational air quality and GHG emissions and related impacts would be the same as under the proposed Project.

Because Alternative B would require additional excavation and construction of underground parking, the impacts related to construction-period health risk and emissions would be increased from the proposed Project. However, the construction emission reduction measures identified for the Project would also be adequate to reduced impacts to less than significant under Alternative B. Therefore, increases in construction health risk and emissions would be only marginally increased under Alternative B.

Noise

Alternative B would involve the same/similar demolition, site preparation and building construction, as the Project and therefore, the impact related to construction-period noise would remain the same as under the Project and require construction noise measures to reduce impacts to less than significant.

It is assumed that Alternative B would construct the same improvements to the boundary wall between the site and adjacent neighbors. Alternative B proposes the same type of use (hotel) as under the Project, and while not as tall, at three stories would still be tall enough to act as a shield to reduce traffic noise between I-680 and residences behind the hotel. Therefore, while hotel uses could be somewhat closer to residences than under the proposed Project due to a larger footprint, overall noise levels would be anticipated to be the same or reduced from that existing due to shielding of traffic noise. Operational impacts would be marginally increased but would remain less-than-significant if not beneficial.

Because Alternative B would require additional excavation and construction of underground parking, which would involve additional noisy excavation activities and substantially extend the construction period to well over a year and, the impacts related to construction-period noise would be substantially increased from the proposed Project such that they would be considered significant and unavoidable even with implementation of feasible noise reduction measures.

Transportation and Circulation

Alternative B would result in the same number of hotel rooms and therefore the same operational vehicle trips and related less-than-significant traffic impacts as under the proposed Project.

While the need for excavation of underground parking would result in additional soil hauling trips during the construction period, these trips would follow applicable rules and regulations related to construction-period trips and while marginally increased from those under the proposed Project, would not result in significant impacts.

Other Environmental Topic Areas

Other than those discussed above, all impacts under Alternative B would be similar to those under the Project.

Ability to Accomplish Project Objectives and Feasibility

Alternative B would have the following ability to meet project objectives:

1. Alternative B would meet to the same degree the objective to develop the currently underutilized gateway site.
2. Alternative B would meet to the same degree the objective to result in infill development to take advantage of a commercial site with visibility from the freeway; easy access to and from the freeway, location on a main arterial roadway, and close proximity to existing retail, office, and residential uses.
3. Alternative B would meet to the same degree the objective to enhance the boundary wall and buffer between the project and nearby residences.
4. Alternative B would meet to the same degree the objective to encourage visitors to the city of Pleasant Hill by promoting visitor-serving uses.
5. Alternative B would meet to the same degree the objective to increase revenue generation for the benefit of the city.

Alternative B would meet all Project objectives to a same degree as would the Project.

ALTERNATIVE C: RETAIL REDEVELOPMENT

Impact Analysis

Impact Summary

Under the Retail Redevelopment Alternative, existing uses would be removed and a single-story shopping center would be constructed to the maximum FAR (0.4) allowed by the General Plan designation, which would total 43,385 square feet with surface parking and landscaping on the remainder of the site, split approximately 75% retail and 25% restaurant use. Because the entire site would be redeveloped as under the project, both construction-period and operational impacts would be similar and only marginally changed between the Project and Alternative C. While Alternative C would result in greater overall daily traffic and therefore marginally increased related emissions, the retail/restaurant traffic would be more clustered during the peak hours when roadways are more congested and would therefore result in marginally higher, though still less than significant, traffic impacts.

Air Quality and Greenhouse Gas Emissions

Operational emissions are generated mostly by vehicles traveling to and from the site with site energy use and maintenance accounting for the remainder. Because this Alternative would result in more vehicle trips to the site, air quality impacts and greenhouse gas emissions would be roughly 19% greater than those identified under the proposed Project. While increased about 19% compared to the Project, emissions impacts would remain at less-than-significant levels. It can be noted that restaurant use can result in discernable food odors though such normal food odors are unlikely to result in significant impacts if operated per regulatory requirements. Thus, Alternative C would marginally increase less than significant impacts related to operational emissions under the Project.

Alternative C would require the same demolition and site preparation, which less building construction than under the proposed Project. Impacts related to construction-period health risk and emissions would

be anticipated to be marginally reduced under Alternative C than under the Project though would be anticipated to be less than significant with standard construction measures under both.

Noise

Alternative C would involve the construction of less building space than the Project and therefore, could be anticipated to generate marginally less construction-period noise than the proposed Project, though would be anticipated to be less than significant with standard construction measures under both.

While the exact tenants for the retail and restaurant space are not known, from an operational standpoint, it is assumed that any loading/unloading activities and rooftop equipment would be located appropriately such that they meet City of Pleasant Hill regulations would ensure the use is appropriate and noise would not exceed off-site allowable limits. The Retail Business (RB) zone district does not include a limitation on hours of operation for allowed uses (e.g. restaurants, retail stores, personal services, automobile service station, convenience store, etc.), consequently, it is possible that the site may be developed with uses that operate during evening and early morning hours, or even 24 hours (e.g. the existing Black Angus Restaurant is open to the public until 10 pm). That being said, as opposed to 24-hour use of a hotel site many potential retail or restaurant uses would likely not be open 24-hours, but have the potential for a higher amount of early-morning delivery trucks than with a hotel. Retail and restaurant uses also have customer traffic clustered more at morning and evening peak hours, increasing the activity/noise peaks as compared to a hotel use with activity more spread out over the day.

However, at a single story in height, the retail development under Alternative C would not be as effective at shielding nearby residences from traffic noise along I-680. There would be some additional shielding at the first floor and little to no additional noise shielding for upper floors in nearby residences.

Therefore, with 24-hour use possible, but unlikely and the potential for greater early-morning operational activity and also less noise shielding, it can be assumed for purposes of this environmental comparison that retail uses would have less-than-significant impacts approximately similar in significance to the hotel use under the proposed Project while the specific characteristics of the noise would differ.

Transportation and Circulation

Alternative C would result in approximately 19% more total trips than assumed under the proposed Project, with more trips clustered in the AM and PM peak periods. Alternative C would have 27% more AM peak hour trips and 208% more trips during the PM peak hour. Because PM peak hour is the time local intersections have the highest volume of traffic, this means Alternative C would have a greater impact on traffic. However, due to the relatively low volume of traffic from Alternative C compared to congested intersections in the area, it is anticipated impacts would remain less than significant under Alternative C as they are under the proposed Project and therefore impacts would be only marginally increased.

Other Environmental Topic Areas

Other than those discussed above, all impacts under Alternative C would be similar to those under the Project.

Ability to Accomplish Project Objectives and Feasibility

Alternative C would have the following ability to meet project objectives:

1. Alternative C would meet to the same degree the objective to develop the currently underutilized gateway site.

2. Alternative C would meet to the same degree the objective to result in infill development to take advantage of a commercial site with visibility from the freeway; easy access to and from the freeway, location on a main arterial roadway, and close proximity to existing retail, office, and residential uses.

3. Alternative C would meet to the same or lesser degree the objective to enhance the boundary wall and buffer between the project and nearby residences.

4. Alternative C would not meet or meet to a lesser degree the objective to encourage visitors to the city of Pleasant Hill by promoting visitor-serving uses.

5. Alternative C would meet to some degree the objective to increase revenue generation for the benefit of the city.

Alternative C would meet all or most of the Project objectives, though many to a lesser degree than under the Project. Because the proposed single-story development would provide less noise shielding and specifics of boundary wall enhancement are unknown, the objective to enhance the boundary to the nearby residences was assumed to be met to the same or lesser degree than under the proposed Project. Because the exact tenants of the retail/restaurant spaces are unknown, it cannot be stated whether Alternative C would meet the objective to promote visitor-serving uses or to what degree it would meet the objective to increase revenue generation.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed Project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the City.

Table 19.2, on the following pages, provides a summary comparison of the environmental impacts of the alternatives compared to the proposed Project. The table lists the level of significance of the impacts of the proposed Project to each of the environmental topics areas analyzed in the EIR and shows whether the impacts anticipated under each proposed alternative would be similar to ("s"), marginally greater ("+"), marginally lesser ("-") than the proposed Project.

No significant and unavoidable impacts were identified under the proposed Project. All Project impacts are either less than significant or can be reduced to those levels through implementation of the mitigation contained in this Draft EIR. Because of the low impact of the proposed Project, differences between it and the Alternatives are confined to marginal increases or reductions in already less than significant impacts except in the case of construction-period noise impacts, which are significantly increased under Alternative B.

Alternative A, the No Project Alternative, would not result in any changes to the site or use and therefore, has the lowest possible impacts in every parameter. Alternative A would be the environmentally superior alternative. However, Alternative A does not meet any of the Project objectives.

The CEQA Guidelines also require that "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126.6(e)(2)). In general, the environmentally superior alternative minimizes adverse impacts to the environment, while still achieving the basic project objectives.

Because Alternative B would require excavation for underground parking to accommodate the lower overall height of the project, it would result in a substantially greater construction noise impact and is therefore not environmentally superior to the Project.

Alternative C, the Retail Redevelopment alternative, and the Project would have the same or similar impacts with only marginal differences between them. Therefore, the Project and Alternative C would tie as the next most environmentally superior options. It can be noted that while increases are not substantial, Alternative C does result in generally increased impacts compared to the Project.

TABLE 19.2. SUMMARY COMPARISON OF IMPACTS, PROPOSED PROJECT AND ALTERNATIVES

ENVIRONMENTAL ISSUE AREA	Project	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
		No Project	**Reduced Height**	**Retail Redevelopment**
AIR QUALITY				
Would the project conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**	s	s	s
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?	**LTS (w/MM)**	-	s+	s+
Would the project expose sensitive receptors to substantial pollutants?	**LTS (w/MM)**	-	s+	s-
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**	s	s	s
BIOLOGICAL RESOURCES				
Would the project have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Services?	**LTS (w/MM)**	-	s	s
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 the US Fish and Wildlife Service?	**No Impact**	s	s	s
Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal etc.), through direct removal, filling, hydrological interruption, or other means?	**No Impact**	s	s	s
Would the project interfere substantially with the movement of any native resident of 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**	s	s	s

LTS = less than significant impact
LTS (w/MM) = an impact reduced to less than significant through incorporation of mitigation measures
SU = significant and unavoidable impact (not used)

s = same or similar impacts
s+ = marginally increased impacts
s- = marginally reduced impacts

+ = substantially increased impacts
- = substantially reduced impacts

ENVIRONMENTAL ISSUE AREA	Project	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Would the project conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**LTS (w/MM)**	-	s	s
CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	**LTS**	s	s	s
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries.	**LTS (w/MM)**	-	s	s
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe?	**LTS (w/MM)**	-	s	s
GEOLOGY AND SOILS				
Would the project directly or indirectly cause substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?	**LTS**	s	s	s
Would the project result in soil erosion or the loss of topsoil?	**LTS (w/MM)**	-	s	s
Would the project be located on a geologic unit or soil that is unstable (or would become unstable as a result of the project) and could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	**LTS (w/MM)**	s	s	s
Would the project be located on expansive soil, creating substantial risks to life and property?	**LTS (w/MM)**	s	s	s
Would the project have soils incapable of adequately supporting the use of septic tanks or alternate waste water disposal systems where sewers are not available for the disposal of waste water?	**No Impact**	s	s	s

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ENVIRONMENTAL ISSUE AREA	Project	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	**No Impact**	s	s	s
GREENHOUSE GAS EMISSIONS				
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**LTS**	s-	s+	s+
Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	**No Impact**	s	s	s
HAZARDS AND HAZARDOUS MATERIALS				
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**LTS**	-	s	s
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?	**LTS (w/MM)**	-	s	s
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**	s	s	s
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**	s	s	s
For a project located within an airport land use plan area, would it result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**	s	s	s
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact**	s	s	s
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**	s	s	s
HYDROLOGY AND WATER QUALITY				
Would the project violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	**LTS (w/MM)**	-	s	s

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ENVIRONMENTAL ISSUE AREA	Project	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**	s	s	s
Would the project alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site?	**No Impact**	s	s	s
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, or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would impede or redirect flood flows, result in flooding on- or off-site or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	**No Impact**	s	s	s
In a flood hazard, tsunami or seiche zone, risk release of pollutants due to project inundation?	**No Impact**	s	s	s
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**	s	s	s
NOISE				
Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**LTS (w/MM)**	-	+	s
Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	**No Impact**	-	s	s
For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	**No Impact**	s	s	s

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ENVIRONMENTAL ISSUE AREA	Project	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
TRANSPORTATION AND CIRCULATION				
Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**LTS**	-	s	s+
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 [specifying criteria for analyzing transportation impacts]?	**LTS**	-	s	s+
Would the project substantially increase hazards due to a geometric design feature or incompatible uses?	**LTS**	-	s	s
Result in inadequate emergency access?	**LTS**	-	s	s

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REPORT PREPARERS

REPORT PREPARERS

Lamphier – Gregory
1944 Embarcadero
Oakland, Ca. 94606
510-535-6690

Lamphier-Gregory
(Primary Report Preparers)
Rebecca Auld, Senior Planner

Fehr & Peers
(Traffic Analysis)
Francisco Martin, E.I.T., Transportation Engineer/Planner
Ellen Poling, P.E., Senior Associate
Mark Feldman, Transportation Engineer

Illingworth & Rodkin
(Noise Analysis, Emissions Analyses)
Manasi Biwalkar
Dana M. Lodico, PE
Mimi McNamara
James A. Reyff
Bill Popenuck

CITY CONTACTS

This document was prepared under the direction of City of Pleasant Hill staff with input from Troy Fujimoto, Senior Planner, in coordination with other City staff.

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