

DRAFT
Supplemental Environmental Impact Report
2018 Alves Ranch Project
City of Pittsburg, Contra Costa County, California

EXECUTIVE SUMMARY

2004012097

Prepared for:
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
925.252.4920

Contact: Kristin Pollot, Planning Manager

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Mary Bean, Project Director
Grant Gruber, Project Manager

Date: March 27, 2019

EXECUTIVE SUMMARY

Purpose

This Draft Supplemental Environmental Impact Report (Draft SEIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the Alves Ranch Project (State Clearinghouse No. 2004012097). This document is prepared in conformance with CEQA (California Public Resources Code [PRC], § 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000, et seq.).

The purpose of this Draft SEIR is to inform decision makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft SEIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The project site is located in the City of Pittsburg, Contra Costa County, California. The 57.81-acre project site is bounded by a single-family residential neighborhood (Toscana at San Marco) (west), State Route 4 (SR-4) (north), undeveloped land (east), and West Leland Road (south).

Project Description

The 2018 Alves Ranch Project ("2018 Project") consists of the development of 346 single-family dwelling units and 10 accessory dwelling units on approximately 25.93 acres, and the rezoning of approximately 12 acres of the project site for up to 140,000-square-feet of neighborhood- and community-serving commercial uses. The 2018 Project also proposes to relocate the commercial uses to the center of the project site, with residential uses to be located on the northern, eastern, and western edges. Vehicular access would be taken from two points off West Leland Road. Approximately 1.28 acres of recreation and/or landscaped open space and an approximately 0.9-acre Class I bicycle and pedestrian facility would be provided. Refer to Section 2, Project Description, for further detail.

Project Objectives

The objectives of the proposed project are to:

1. Contribute to the local economy through new capital investment, expansion of the tax base, and creation of new jobs and housing opportunities.
2. Promote infill growth within the existing City limits that is consistent with the City of Pittsburg General Plan.

3. Develop new housing, employment, and shopping opportunities within walking distance of the Pittsburgh/Bay Point Bay Area Rapid Transit (BART) station.
4. Add more inventory to the local and regional housing supply.
5. Provide flexibility with the 12 acres reserved for future commercial use in order to be responsive to market conditions.
6. Provide new recreational opportunities including trails and active recreation areas.
7. Complete the buildout of the Southwest Hills General Plan Amendment and Vista Del Mar Projects.
8. Improve utilization of an existing storm drainage basin by increasing the outfall height as opposed to constructing a new basin or expanding an existing basin.
9. Close a gap in the pedestrian/bicycle network by constructing a Class I multi-use path along the project frontage with West Leland Road.

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable impacts:

- **Near-Term Traffic Conditions:** The proposed project would contribute new vehicle trips to intersections that would operate at deficient levels of service under Near-Term conditions. Mitigation is proposed to improve operations to acceptable levels; however, because implementation of improvements requires the cooperation of third party agencies, the residual significance of this impact is significant unavoidable.
- **Cumulative Traffic Conditions:** The proposed project would contribute new vehicle trips to intersections that would operate at deficient levels of service under cumulative conditions. Mitigation is proposed to improve operations to acceptable levels; however, because implementation of improvements requires the cooperation of third party agencies, the residual significance of this impact is significant unavoidable.
- **Congestion Management Plan Facilities:** The proposed project would contribute new vehicle trips to SR-4 mainline segments and ramps that would operate at deficient levels of service. Mitigation is proposed to improve operations to acceptable levels; however, because implementation of improvements requires the cooperation of third party agencies, the residual significance of this impact is significant unavoidable.
- **Greenhouse gas emissions:** Annual operational greenhouse gas (GHG) emissions for the year 2021 and 2030 would exceed the applicable Bay Area Air Quality Management District (BAAQMD) service population threshold. The impact would be reduced with implementation of Mitigation Measure GHG-1, but the impact would remain significant and avoidable.

Summary of Project Alternatives

In Accordance with CEQA Section 15126.6 (a), the 2004 Final EIR identified five alternatives that could avoid or substantially lessen the impacts of the 2004 project, three of which would also feasibly attain most of the basic project objectives.

CEQA Guidelines Section 15163 establishes that Supplemental EIRs “need only contain the information necessary to make the previous EIR adequate for the project as revised.” In this case, the 2004 Final EIR considered a no project alternative and four development alternatives that provided a reasonable range of potentially feasible scenarios that could reduce or avoid the identified impacts. One of the Alternatives (the Reconfigured Layout Alternative), primarily involved changes to land uses south of West Leland Road and outside the 2018 Project site. Accordingly, this Alternative is no longer applicable to the analysis of the 2018 Project.

As described more fully in Section 2.0, Project Description, the 2018 Project is similar in nature than the project evaluated in the 2004 Final EIR, as are the identified significant impacts (as discussed above and throughout this Draft SEIR). The 2004 Final EIR assumed a total of 563 residential units north of West Leland Road, while the 2018 Project proposes 356 residential units. The 2004 Final EIR assumed a total of 206,000 square feet of office uses and 51,500 square feet of retail uses north of West Leland Road, while the 2018 Project proposes up to 140,000 square feet of commercial, including a 40,000-square-foot grocery store.

The alternatives studied in the 2004 Final EIR included a reasonable range of residential uses (225 units, 332 units, and 449 units), as well as consideration of commercial and office uses, for purposes of providing a thoughtful comparative assessment, which remain valid for the purposes of evaluating the 2018 Project.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on December 18, 2018. The NOP describing the original concept for the project and issues to be addressed in the EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from December 18, 2018, through January 16, 2019. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Noise
- Transportation

Disagreement Among Experts

This Draft SEIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Pittsburgh is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft SEIR:

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Noise
- Transportation

It is also possible that evidence will be presented during the 45-day, statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning the adequacy of the Draft EIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft EIR, and can certify the Final EIR without needing to resolve disagreements among experts.

Public Review of the Draft SEIR

Upon completion of the Draft SEIR, the City of Pittsburgh filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (PRC § 21161). Concurrent with the NOC, this Draft SEIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft SEIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft SEIR, including the technical appendices, is available for review at the City of Pittsburgh offices and the Pittsburgh Library. The address for each location is provided below:

City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Hours:

Monday–Friday: 8:00 a.m. to 12:00 p.m.;
1:00 p.m. to 4:30 p.m.

Pittsburg Library
80 Power Avenue
Pittsburg, CA 94565

Hours:

Tuesday: 12:00 p.m. to 8:00 p.m.
Wednesday: 10:00 a.m. to 6:00 p.m.
Thursday: 1:00 p.m. to 8:00 p.m.
Friday and Saturday: 11:00 a.m. to 5:00 p.m.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft SEIR during the 45-day public review period. Written comments on this Draft SEIR should be addressed to:

Jordan Davis, Senior Planner
65 Civic Avenue
Pittsburg, CA 94565
Phone: 925.252.4015
Fax: 925.252.4814
Email: jdavis@ci.pittsburg.ca.us

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the City of Pittsburg on the project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the project.

Executive Summary Matrix

Table ES-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this Draft SEIR. Table ES-1 is included in the Draft SEIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1—Air Quality		
Impact AIR-1: The 2018 Project would not conflict with or obstruct implementation of the applicable air quality plan.	No mitigation is necessary.	Less than significant impact.
Impact AIR-2: The 2018 Project would not 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.	None.	Less than significant impact.
Impact AIR-3: The 2018 Project would expose sensitive receptors to substantial pollutant concentrations.	<p>MM AIR-1: Implement BAAQMD Best Management Practices During Construction</p> <p>The following text is a refinement of MM 15-1 from the 2004 Final EIR. The text is updated to reflect current BAAQMD best practices.</p> <p>The following Best Management Practices (BMPs), as recommended by BAAQMD, shall be included in the project design and implemented during construction:</p> <ul style="list-style-type: none"> • All active construction areas shall be watered at least three times per day. • All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard. • 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 miles per hour. • 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 	Less than significant after mitigation.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage regarding idling restrictions shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> • 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. • The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The City of Napa and the construction contractor shall take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations <p>MM AIR-2: Use Construction Equipment That Meets Tier 3 Off-road Emission Standards</p> <p>During construction activities, all off-road equipment with engines greater than 50 horsepower shall meet either EPA or ARB Tier 3 Final off-road emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number.</p>	
Section 3.2—Biological Resources		
<p>Impact BIO-1: The 2018 Project may have a substantial adverse impact on special-status plant and wildlife species.</p>	<p>MM BIO-1a: Burrowing Owl</p> <p>No more than 30 days prior to the first ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct a preconstruction survey on the project site. The survey shall establish the presence or absence of western burrowing owl and/or burrows, and evaluate any use by owls in accordance with applicable CDFW survey guidelines.</p> <p>On the portion of the project site where the ground disturbing activity is proposed, the biologist shall survey the proposed disturbance footprint and</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>a 500-foot radius from the perimeter of the proposed footprint to identify whether any burrows and/or owls are present. Adjacent areas on the project site that are not being proposed for ground disturbance need not be surveyed. The survey shall take place near the sunrise or sunset in accordance with applicable CDFW guidelines. All burrows or burrowing owls (if any) shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owls (if any) are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), surveys shall document whether burrowing owls (if any) are using habitat on or directly adjacent to any disturbance area. Survey results shall be valid only for the season during which the survey is conducted.</p> <p>If burrowing owls are not discovered during the above-described pre-construction surveys, or if burrows are identified but are inactive, further mitigation is not required.</p> <p>If burrowing owls are observed during the pre-construction surveys, the project applicant shall perform the following measures to limit the impact on the burrowing owls:</p> <ul style="list-style-type: none"> • Avoidance shall include establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1–January 31), the project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone. • If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows 	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.</p> <p>MM BIO-1b: Swainson’s Hawk Prior to any ground disturbance that occurs during the nesting season for Swainson’s hawk (March 15 to September 15), a qualified biologist shall conduct a preconstruction survey no more than 30 days prior to construction to establish whether there are any Swainson’s hawk nests within 1,000 feet of the project site, and if so, whether they are occupied. If potentially occupied nests within 1,000 feet are located adjacent to but not on the project site, then their occupancy shall be determined by observation from public roads or other publicly accessible observation areas of Swainson’s hawk activity (e.g., foraging) near the project site. If Swainson’s Hawks are not discovered during the above-described pre-construction surveys, or if a nest is identified but is inactive, further mitigation is not required.</p> <p>If nests are located and determined to be occupied, minimization measures and construction monitoring are required as follows:</p> <ul style="list-style-type: none"> • In order to mitigate for the loss of Swainson’s hawk foraging habitat to a less than significant level, the Project applicant shall acquire conservation easements or other instruments to preserve suitable foraging habitat for Swainson’s hawk, as determined by the California Department of Fish and Game. The location of mitigation parcels as well as the conservation instruments protecting them shall be acceptable to the City and to the California Department of Fish and Game. The amount of land preserved shall be governed by a 1:1 mitigation ratio for each acre developed at the Project site. In deciding whether to approve the land proposed for preservation by the Project applicant, the City shall consider the benefits of preserving lands in proximity to other protected lands. The preservation of land shall be done prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first. In addition, the City shall impose the following minimum conservation easement content standards: 	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • The land to be preserved shall be deemed suitable Swainson’s hawk foraging habitat by the California Department of Fish and Wildlife. • All owners of the mitigation land shall execute the document encumbering the land. • The document shall be recordable and contain an accurate legal description of the mitigation land. • The document shall prohibit any activity which substantially impairs or diminishes the land’s capacity as suitable Swainson’s hawk foraging habitat. • If the land’s suitability as foraging habitat is related to existing agricultural uses on the land, the document shall protect any existing water rights necessary to maintain such agricultural uses on the land covered by the document, and retain such water rights for ongoing use on the mitigation land. • The applicant shall pay to the City a mitigation monitoring fee to cover the costs of administering, monitoring and enforcing the document in an amount determined by the receiving entity, not to exceed 10% of the easement price paid by the applicant, or a different amount approved by the City Council, not to exceed 15% of the easement price paid by the applicant. • Interests in mitigation land shall be held in trust by an entity acceptable to the City and/or the City in perpetuity. The entity shall not sell, lease, or convey any interest in mitigation land which it shall acquire without the prior written approval of the City. • The City shall be named a beneficiary under any document conveying the interest in the mitigation land to an entity acceptable to the City. • If any qualifying entity owning an interest in mitigation land ceases to exist, the duty to hold, administer, monitor and enforce the interest shall be transferred to another entity acceptable to the City or to the City. <p>Before committing to the preservation of any particular land pursuant to this measure, the Project proponent shall obtain the City’s approval of the land proposed for preservation. This mitigation measure may be fulfilled in combination with a mitigation measure imposed on the project requiring</p>	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>the preservation of agricultural land as long as the agricultural land is determined by the Department of Fish and Wildlife to be suitable Swainson's hawk habitat.</p> <p>MM BIO-1c: Migratory and Nesting Birds Prior to the start of construction, the implementation of the following avoidance and minimization measures would avoid or minimize potential effects to migratory birds and habitat in and adjacent to the project site. These measures shall be required to be implemented for construction work that occurs during the nesting season (February 15 through August 31). No mitigation measures shall be required during the non-nesting season (September 1 through February 14)</p> <ul style="list-style-type: none"> • If construction or tree removal is proposed during the nesting season for migratory birds (February 15 through August 31), a qualified biologist shall conduct pre-construction surveys for ground nesting birds and migratory species, such as the northern harrier, within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground disturbing activities in the construction area. • If an active nest of any of the above-identified migratory birds is located during pre-construction surveys, then the project applicant shall adhere to notification requirements to USFWS and/or CDFW (as appropriate) regarding the status of the nest as may be required under applicable laws and regulations. Furthermore, construction activities shall be restricted as necessary within any identified buffer area (as determined by the qualified biologist) to avoid disturbance of the nest until it is abandoned or a qualified biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and 50-foot radius around an active migratory bird nest) or alteration of the construction schedule. • A qualified biologist shall: determine the size of the appropriate buffer and delineate the identified buffer using nest buffer signs, ESA fencing, pin flags, and or flagging tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, at 	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	which time no further mitigation shall be required.	
Impact BIO-2: The 2018 Project would not have adverse impacts on sensitive natural communities or riparian habitat.	No mitigation is necessary.	Less than significant impact.
Impact BIO-3: The 2018 Project would not have a substantial adverse effect on wetlands or jurisdictional features.	No mitigation is necessary.	No impact.
Impact BIO-4: The 2018 Project would not have substantial adverse impacts on fish or wildlife movement.	No mitigation is necessary.	Less than significant impact.
Section 3.3—Greenhouse Gas Emissions		
Impact GHG-1: Implementation of the 2018 Project would generate direct and indirect greenhouse gas emissions that could result in a significant impact on the environment.	<p>MM GHG-1: Implement Measures to Reduce GHG Emissions</p> <p>Prior to the issuance of the first certificate of occupancy for the relevant portion of the 2018 Project (i.e., residential or commercial), or building final as appropriate, the residential or commercial applicant (as relevant) shall provide documentation to the City of Pittsburgh that the following measures have been achieved:</p> <p>Residential Measures</p> <ul style="list-style-type: none"> • Provide 100 percent renewable energy through either one or a combination of (1) Installation of solar photovoltaic systems consistent with the 2019 Building Energy Efficiency Standards and/or (2) Purchase 100 percent renewable energy for electricity consumption on the project site. For the purchase of renewable energy, prior to the issuance of the first certificate of occupancy for the residential portion of the 2018 Project, the Project applicant shall record Conditions, Covenants and Restrictions (CCRs) that require each homeowner to enroll into and maintain enrollment on an ongoing basis in the Marin Clean Energy's "Deep Green" or "Local Sol" program, or similar program offered at the time of project occupancy, to purchase 100 percent renewable energy for electricity consumption on the project site. • Provide electrical outlets on the outside of the homes or outlets within 	Significant and unavoidable.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>the garages to encourage the use of electrical landscaping equipment.</p> <ul style="list-style-type: none"> • Install on-demand electric or solar water heaters. • Use water efficient landscapes and native/drought-tolerant vegetation. • Install smart meters and programmable thermostats. <p>Commercial Measures</p> <ul style="list-style-type: none"> • Install on-site charging units for electric vehicles consistent with parking requirements in California Green Building Standards Code Section 5.106.5.2. • Dedicate on-site parking for shared vehicles. • Install on demand electric water heating instead of natural gas water heating for some or all of the project's hot water needs, to the extent such technology is then readily available and commercially practicable. • Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in the commercial portion of the project. 	
Impact GHG-2: Implementation of the 2018 Project would not conflict with the applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.	No mitigation is necessary.	Less than significant impact.
Section 3.4—Noise		
Impact NOI-1: The 2018 Project would not 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.	<p>MM NOI-1: To reduce potential traffic noise impacts, the following multi-part mitigation measure shall be implemented for the 2018 Project:</p> <p>a) The 2018 Project shall construct a soundwall (or equivalent) to protect residential units bordering West Leland Road. The soundwall (or equivalent) shall be a minimum 8-foot high above the finished grade of the residential units. Notwithstanding the foregoing, the 2018 Project applicant may propose an equivalent measure so long as the 2018 Project applicant can demonstrate, via an updated acoustical analysis prepared by a qualified noise consultant and approved by the City Engineer, that the applicable performance standards will be achieved with implication of this equivalent measure. The soundwall (or equivalent) shall effectively block the line of sight to West Leland Road for proposed outdoor active use areas (i.e.,</p>	Less than significant impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>backyards or side yards) of all residential units within 100 feet of the edge of the southern project property line. The soundwall (or equivalent) shall be of solid construction, with no vertical or horizontal gaps, and shall have a minimum surface weight of 4 pounds per square foot. The acceptability of the proposed combination of soundwall (or equivalent) mitigation shall be confirmed by the City Engineer, as part of the final plans and permitting process, to ensure compliance with the applicable performance standards.</p> <p>b) The 2018 Project shall implement an alternative form of ventilation for all proposed residential units within 200 feet of the centerline of West Leland Road, and within 400 feet of the centerline of SR-4. This alternative form of ventilation would give an occupant the option of controlling noise by keeping the windows shut in order to reduce potential traffic noise impacts to a less than significant level. A standard central air conditioning system or a central heating system equipped with a 'summer switch,' which allows the fan to circulate air without furnace operation requiring mechanical ventilation, will provide a habitable interior environment and meet the airflow provisions under building code requirements.</p> <p>c) The 2018 Project shall construct a soundwall (or equivalent) to protect residential units bordering SR-4. The soundwall (or equivalent) shall be a minimum 10-foot high above the finished grade of the residential units. Notwithstanding the foregoing, the 2018 Project applicant may propose an equivalent measure so long as the 2018 Project applicant can demonstrate, via an updated acoustical analysis prepared by a professional acoustical consultant and approved by the City Engineer, that the applicable performance standards will be achieved with implication of this equivalent measure. The soundwall (or equivalent) shall effectively block the line of sight to SR-4 for all first floor units and proposed outdoor active use areas (i.e., backyards) of all residential units within 400 feet of the centerline of SR-4. The soundwall shall be of solid construction, with no vertical or horizontal gaps, and shall have a minimum surface weight of 4 pounds per square foot. The acceptability of the proposed mitigation shall be confirmed by the City Engineer, as part of the final plans and permitting process, to ensure compliance with the applicable performance standards.</p>	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>d) The 2018 Project shall provide upgraded wall and window assemblies for all second story residential units in Neighborhoods A-1 and A-2 that would have a direct line of sight to SR-4 and the BART rail line. The combined wall and window assembly shall have a minimum Standard Transmission Class (STC) rating of 32-STC. This will provide sufficient noise reduction, with an adequate margin of safety, to ensure the 45 dBA L_{dn} interior noise level standard is maintained (74 dBA–32 dBA = 42 dBA). Prior to issuance of building permits, the applicant shall have a professional acoustic consultant review the final design plans to confirm with the City Engineer that the design would provide the required STC rating.</p>	
<p>Impact NOI-2: The 2018 Project would generate 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.</p>	<p>MM NOI-2: To reduce potential impacts related to construction noise, the Project shall restrict construction-related activities to normal business hours of 8:00 a.m. to 5:00 p.m. Monday through Friday. The Project shall also implement the following construction period noise abatement measures and best practices:</p> <ul style="list-style-type: none"> • The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment. • The construction contractor shall select quiet construction equipment, particularly air compressors, whenever feasible • The construction contractor shall locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible. • The construction contractor shall prohibit unnecessary idling of internal combustion engines. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • Designate a “noise disturbance coordinator” who would be responsible 	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and institute reasonable measures, consistent with this Improvement Measure, warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.</p> <ul style="list-style-type: none"> • Route all construction traffic to and from the project site via designated truck routes where practical. Prohibit construction-related heavy truck traffic in residential areas where feasible. • The construction contractor shall limit noise producing construction activity to the daytime hours between 8:00 a.m. and 5:00 p.m. 	
Section 3.5—Transportation		
Impact TRANS-1: The 2018 Project may contribute to unacceptable intersection operations under Existing Plus Project Conditions.	<p>Implement Mitigation Measure TRANS-1a and Mitigation Measure TRANS-4.</p> <p>MM TRANS-1a: Prior to issuance of building permits, the 2018 Project applicant shall pay applicable Local Traffic Mitigation Fee to the City of Pittsburg, which could be used to construct intersection improvements that would result in acceptable operations, which could include widening the northbound San Marco Boulevard north of West Leland Road to allow the westbound right movement to operate as a free tuning movement.</p>	Significant unavoidable impact.
Impact TRANS-2: The 2018 Project may contribute to unacceptable intersection operations under Near-Term Conditions.	Implement Mitigation Measure TRANS-1a and Mitigation Measure TRANS-4.	Significant unavoidable impact.
Impact TRANS-3: The 2018 Project may contribute to unacceptable intersection operations under Cumulative Conditions.	<p>MM TRANS-3a: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Pittsburg its pro rata fair share of the cost to restripe the northbound approach of the West Leland Road at Oak Hills Drive intersection to provide separate left and right-turn lanes. Provided, however, that should BART development not occur, this improvement would not be necessary, and the 2018 Project applicant would not be required to pay the fees identified in this Mitigation Measure TRANS-3a. Development considered in the Pittsburg/Bay Point BART Specific Plan included 1,168 dwelling units and 146,362 square feet of nonresidential</p>	Significant unavoidable impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>uses in conjunction with site access and circulation improvements and parking.</p> <p>MM TRANS-3b: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Pittsburg its pro rata fair share of the cost to construct a second eastbound left-turn lane. However, there is insufficient right-of-way available to construct this improvement. As it is uncertain if improvements could be constructed and identified improvements would not result in acceptable LOS E operations, this impact would remain <i>significant and unavoidable</i>. The project applicant previously paid transportation impact fees for improvements at this intersection associated with development of the entitled project.</p> <p>MM TRANS-3c: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Concord its pro rata fair share of the costs to improve the intersection of Bailey Road/Myrtle Drive if and to the extent the City of Concord has, at the time of building permit issuance, lawfully established an impact fee to fund the foregoing improvements. The improvements shall consist of signalization of this intersection in conjunction with the construction of a southbound left-turn lane. Provided, however, this mitigation measure shall not apply if there is not a legal mechanism by which for the 2018 Applicant to provide fees to the City of Concord or if the City of Concord does not support the improvements, as reflected by the City of Concord's lawful establishment of an impact fee to fund said improvements.</p> <p>MM TRANS-3d: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Concord its pro rata fair share of the costs to improve the intersection of Bailey Road/Concord Boulevard if and to the extent the City of Concord has, at the time of building permit issuance, lawfully established an impact fee to fund the foregoing improvements. The improvements shall consist of installation of southbound right-turn overlap phase and retiming the traffic signal to allow such a movement. Provided, however, this mitigation measure shall not apply if there is not a</p>	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	legal mechanism by which for the applicant to provide fees to the City of Concord or if the City of Concord does not support the improvements, as reflected by the City of Concord's lawful establishment of an impact fee to fund said improvements.	
Impact TRANS-4: The 2018 Project may conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	MM TRANS-4: Prior to issuance of building permits, the 2018 Project applicant shall pay all adopted applicable regional transportation related impact fees in accordance with the latest fee schedule, including the ECCRFFA.	Significant unavoidable impact.
Impact TRANS-5: The 2018 Project may substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	<p>MM TRANS-5a: Prior to issuance of the first building permit, the applicant shall demonstrate that the Alves Ranch Road extension into the project site is designed to Collector Street standards, and all other streets are designed to Local Street standards.</p> <p>MM TRANS-5b: Prior to the issuance of the first grading permit, the applicant shall demonstrate (as shown on the final improvement plans) provide a refuse collection plan to that each home has a clear refuse collection staging area that considers the need for some on-street parking to be provided on refuse collection days.</p>	Less than significant impact.
Impact TRANS-6: The 2018 Project would not result in inadequate emergency access.	No mitigation is necessary.	Less than significant impact.
Impact TRANS-7: The 2018 Project may conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	<p>MM TRANS-7a: Prior to issuance of building permits for the potential future commercial uses, the commercial project applicant shall prepare and submit plans to the City of Pittsburg demonstrating that a community kiosk is provided in a centrally located public space. The kiosk shall provide information about alternative modes of transportation including bicycling, walking, transit, and carpool programs or facilities.</p> <p>MM TRANS-7b: Prior to issuance of building permits for the potential future commercial uses, the commercial project applicant shall prepare and submit plans to the City of Pittsburg demonstrating that bicycle racks and</p>	Less than significant impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>lockers or secure room bicycle parking is provided based on the requirements outlined in Section 18.78.045 of the Pittsburg Municipal Code. Approximately 20 percent of the required bicycle parking shall be long-term parking for employee use.</p> <p>MM TRANS-7c: Prior to issuance of building permits for the 2018 Project, the residential project applicant shall demonstrate (as shown on final improvement plans) that it will either install signage and barricades prohibiting pedestrian crossing movements of West Leland Road at the new project roadway/Tomales Bay Drive on both the east and west legs of the intersection, or install a high visibility crosswalk with a pedestrian actuated flashing beacons or pedestrian hybrid signal across the west leg of the intersection and prohibit pedestrian crossings of the east leg through signage and barricades.</p>	

Executive Summary	1
Purpose.....	1
Project Summary	1
Project Location.....	1
Project Description	1
Project Objectives.....	1
Significant Unavoidable Adverse Impacts	2
Summary of Project Alternatives.....	3
Areas of Controversy	3
Disagreement Among Experts.....	4
Potentially Controversial Issues.....	4
Public Review of the Draft SEIR	4
Executive Summary Matrix.....	5
 Table ES-1: Executive Summary Matrix	 6

