

City of Pittsburg Planning Commission and Historic Resources Commission Agenda

December 11, 2018

**City Hall Council Chamber
65 Civic Avenue, Pittsburg, CA 94565**

**Regular Meeting
7:00 P.M.**

Planning Commission Members

**James Coniglio, Chair
Elissa Robinson, Vice-Chair
Durie Foster, Commissioner
Jeremy Ward, Commissioner
Mark Linde, Commissioner
Sarah Foster, Commissioner
J. Faye Fields, Commissioner**

Any member of the public who wishes to address the Commission should complete a Speaker's Card, available on the public counter below the dais. Please note on the card the agenda item number, or, for items not listed on this agenda, a brief description of the issue on which you would like to address the Commission. Give the completed form to the Minutes Clerk or a staff member, who will give the card to the Commission Chair. The Chair will invite the speaker(s) to the podium at the appropriate time during the meeting. Each individual will be given three minutes to address the Commission, unless additional time is allowed as provided for spokespersons. Prior to speaking, each speaker is requested to state his or her name and business and city of residence in a clear and audible tone of voice. For items listed under the "Public Hearings" or "Commission Consideration" portions of this agenda, the public hearing or public comment period will follow a brief presentation on the item by Planning Department staff and/or the project applicant.

A decision by the Planning Commission is not final until the appeal period expires 10 calendar days after the date the decision occurred. The applicant, City Council member(s), City Manager, or any affected person may appeal the denial, approval, recommendation, or any condition of approval of an item within the 10-day appeal period. A completed appeal form and the applicable filing fee must be filed with the City Planner, 65 Civic Avenue, Pittsburg. The appeal form must include the name and address of the appellant and state the reasons for the appeal. The appeal will be set for City Council consideration and appropriate public notification given.

The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber. Please turn off or set to vibrate all cellular phones, and refrain from making personal, impertinent or slanderous remarks. Boisterous or disruptive behavior while the Commission is in session, and the display of signs in a manner that violates the rights of others or prevents others from watching or fully participating in the Planning Commission meeting is considered counterproductive and will not be tolerated, and the Commission Chair can order any person who engages in such conduct to leave the Council Chamber.

PLANNING COMMISSION MEETING

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

(All items listed under the "Consent" portion of the agenda are considered routine and are adopted under one motion. Any item appearing as a Consent item on this agenda will be considered separately only upon request from a member of the Planning Commission, staff or public.)

1. MINUTES

Meeting minutes of November 27, 2018

PUBLIC HEARINGS

2. America's Tire, AP-18-1329 (UP, AD, SE, TRP).

This is a continued public hearing on a request for approval of: 1) use permit to establish a tire replacement business within an existing 7,826 square foot (s.f.) commercial space; 2) design review approval of plans for façade and parking lot improvements; 3) a sign exception to locate a freestanding sign within the public right-of-way; and 4) a tree removal permit to remove up to five protected trees on site. The project site is located at 2220-2224 Railroad Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District. Assessor's Parcel Nos. 087-042-019, 087-042-020, and 087-042-021.

STUDY SESSION

3. Making Waves Academy Charter School Project, AP-18-1339 (DR).

This is a study session to accept oral comments on the Draft Environmental Impact Report (EIR) for the Making Waves Academy Charter School Project. The project consists of a new charter school campus on a site located at 420 E. 3rd Street in the RMD-O

(Downtown Medium Density Residential with an Overlay, Ordinance No.07-1284) and CP (Pedestrian Commercial) districts. APN: 073-050-001. The applicant is also contemplating future construction of a multi-purpose sports facility on several vacant parcels immediately north of the campus site in the CW (Waterfront Commercial) and IG (General Industrial) districts. APNs: 073-010-002, 073-010-003, 073-010-004, 073-010-005, 073-010-08, 073-010-013.

ZONING ADMINISTRATOR REPORTS

- 4. Notice of Intent to Exercise Delegated Design Review Authority.**
The Zoning Administrator submits two notices of intent to exercise delegated design review authority for: 1) a mobile office trailer at 707 E. 3rd Street, and 2) a new storefront entrance for an existing building at 2035 E. Leland Road

STAFF COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

HISTORIC RESOURCES COMMISSION MEETING
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CALL TO ORDER

ROLL CALL

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

CONSENT

5. Minutes

Meeting Minutes of July 10, 2018

STAFF COMMUNICATIONS

ADJOURNMENT OF HISTORIC RESOURCES COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

In compliance with the Americans with Disabilities Act, the city of Pittsburg will provide special assistance for disabled citizens. Upon request, an agenda for any meeting shall be made available in appropriate alternative formats. The Council Chamber is equipped with sound amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the sound amplifier from the City Clerk for personal use during Commission meetings. If you need special assistance to participate in this meeting, or are requesting a specially formatted agenda, please contact the City Clerk at 925-252-4850. Notification 48 hours prior to the meeting will enable the city to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format. (28 CFR 35.102-35.104 ADA Title II)

GENERAL INFORMATION

Copies of the open session agenda packets that are distributed to the Planning Commission are on file in the office of the Planning Department, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning no fewer than 72 hours in advance of the meeting, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except city holidays). Additionally, if any reports or documents that are public records are distributed to the Planning Commission fewer than 72 hours before the meeting, those reports and documents will also be available for public inspection in the city's Planning Department and at the Commission meeting. The Pittsburg Library is also provided a full agenda packet for your convenience. As a courtesy, the agenda is also located on the city's website at www.ci.pittsburg.ca.us.

**MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION**

November 27, 2018

A regular meeting of the Pittsburg Planning Commission was called to order by Vice-Chair Robinson at 7:00 p.m. on Tuesday, November 27, 2018, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Vice-Chair Robinson, Commissioner D. Foster, Fields, Ward

Absent: Chair Coniglio, Commissioner S. Foster

Staff: Community Development Director Jill Hecht, City Engineer Richard Abono, Planning Manager/ Secretary Kristin Pollot, Deputy City Clerk Amanda McVey, Senior Planner Jordan Davis, Planning Technician Celina Palmer

PLEDGE OF ALLEGIANCE

Commissioner Fields led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals, or continuances

COMMENTS FROM THE AUDIENCE

Larry Scott introduced himself as the new Director of Facilities Management and Information Technology for the Pittsburg Unified School District.

PRESENTATIONS

There were no presentations.

CONSENT

1. Minutes of November 13, 2018

On motion by Commissioner D. Foster seconded by Commissioner Ward to approve the Consent Calendar and carried by the following vote:

AYES:	Fields, D. Foster, Linde, Robinson, Ward
NOES:	None
ABSTAIN:	None
ABSENT:	Coniglio, S. Foster

COMMISSION CONSIDERATIONS

2. Family Harvest Farm, AP-18-1361 (DR)

A request for design review approval of plans to establish a community garden on an approximately 3.5-acre site located along the south side of Polaris Drive, west of the Belmont Apartment Homes and east of the Meadows Mobile Home Community, in the OS (Open Space) District. The project site is part of a 39.22-acre parcel located within the PG&E utility corridor north of State Route 4, and would include multiple temporary structures for storage, shade, and fruit and vegetable processing, as well as a chicken coop, composting bins, restrooms, and a parking area. Assessor's Parcel No. 086-010-023.

Planning Technician Celina Palmer gave a presentation.

Bruce Ohlson, Pittsburg, expressed concern for the left turn lane and wanted to be reassured that the existing bicycle lanes will remain.

Larry Wirick, Pittsburg, spoke of seeing turkeys and other wild animals at this project location and expressed concern for the protection of the crops from these animals and other pests.

The manager at the Meadows Mobile Home Park in Pittsburg inquired to learn more about the chicken coops, composting and noise that would result from this project.

Nancy Cardella, Pittsburg, expressed concern for noise and traffic.

Jack Cortis, Family Harvest Farm, spoke as the applicant. He explained that there would seldom be heavy equipment utilized on the farm. He also explained that the compost will be turned regularly which will prevent any odors from emitting.

On motion by Commissioner D. Foster seconded by Commissioner Ward to adopt Resolution 10110 and carried by the following vote:

AYES:	Fields, D. Foster, Linde, Robinson, Ward
NOES:	None
ABSTAIN:	None
ABSENT:	Coniglio, S. Foster

STUDY SESSION

3. Public Storage Redevelopment (525 California Avenue), AP-18-1315 (RZ, DR).

A study session to receive Planning Commission feedback on an application by Public Storage, Inc., to demolish an existing storage facility, and redevelop the project site with a new, three-story, climate-controlled building totaling approximately 151,392 square feet (s.f.). As part of the project, the developer would also be requesting a

zoning map amendment specific to the site in order to: 1) allow an increase in the allowable floor area ratio (FAR) from 1.0 to 1.75; 2) reduce the required first floor height of commercial structures from 15 feet to 10 feet; and 3) allow Self-Storage facilities as a permitted use. The project site is located at 525 California Avenue, and is within the High School Village Subarea of the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP land use designation of TOD-M (Transit Oriented Development – Medium Density). Assessor's Parcel No.: 073-270-088.

Senior Planner Jordan Davis gave a presentation. He noted that he received a letter from a neighbor regarding parking concerns. The letter was provided to the Commissioners and copies were made available for the public.

Mark Kennedy, Public Storage, spoke as the applicant.

Wolfgang Croskey, Pittsburg, suggested making sure the turning points within the project are wide enough for large vehicles and moving trucks.

Bruce Ohlson, Pittsburg, promoted a bicycle lane in front of the project site and down California Avenue, meeting with established bicycle paths. Mr. Ohlson suggested the applicant install a large “Welcome to Pittsburg” sign that would be visible from the freeway off ramp.

The Commissioners discussed and provided feedback to staff related to the proposed location of the project’s ingress and egress points, on-site traffic circulation and the building design and layout as it relates to the shading of neighboring properties.

STAFF COMMUNICATIONS

Planning Secretary / Planning Manager Kristin Pollot informed the Commissioners that the City Council has adopted a revised Advisory Body Handbook. The Commissioners will need to review the revised Handbook and return a signed acknowledgment page at the next Planning Commission meeting.

COMMITTEE REPORTS

There were no committee reports.

ADJOURNMENT

The meeting was adjourned at 7:56 p.m. to December 11, 2018.

Respectfully Submitted,

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: America's Tire, AP-18-1329 (UP, AD, SE, TRP).

ORIGINATED BY: Don Thrailkill, America's Tire, 20225 N. Scottsdale Road, Scottsdale, AZ 85255

SUBJECT: This is a continued public hearing on a request for approval of: 1) use permit to establish a tire replacement business within an existing 7,826 square foot (s.f.) commercial space; 2) design review approval of plans for façade and parking lot improvements; 3) a sign exception to locate a freestanding sign within the public right-of-way; and 4) a tree removal permit to remove up to five protected trees on site. The project site is located at 2220-2224 Railroad Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District. Assessor's Parcel Nos. 087-042-019, 087-042-020, and 087-042-021.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10108, approving Planning Application No. 18-1329, subject to conditions.

BACKGROUND:

For additional background information regarding the development of the project site, see Attachment 8.

On July 6, 2009, the City Council adopted Resolution No. 09-11250, certifying the RASP Final Environmental Impact Report (EIR), adopting and approving statements of findings and overriding considerations, and approving Mitigation Monitoring and Reporting Program (MMRP) for the project. On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD District and approving the RASP for the areas closest to the Pittsburgh Center BART Station. The RASP was adopted in response to BART's 1999 System Expansion Policy (SEP), which required City's lobbying for the extension of BART to ensure that development and access improvements along the proposed corridor and around the proposed Pittsburgh Center Station would attract enough riders to make the new extension viable and that the local jurisdiction had satisfied the Metropolitan Transportation Commission (MTC) policy requiring certain thresholds of development be achieved within ½ mile of each proposed station.

In preparing the RASP, a variety of engineering and technical studies, including a Transportation Impact Analysis (TIA), were undertaken to document the existing conditions in the RASP area as well as to project and analyze potential development, as well as proposed land uses and activities, for the Specific Plan area. The TIA assessed the transportation impacts associated with future land uses, roadway network changes,

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and the increased development potential of the RASP, beyond that considered in the Pittsburgh 2020 General Plan and in the Pittsburgh 2020 General Plan EIR. The TIA analyzed the “Year 2030 plus Project Scenario,” which included traffic volumes generated with the development and build out of 25 percent of the development potential (beyond that included in the Pittsburgh 2020 General Plan and evaluated in the Pittsburgh 2020 General Plan EIR) provided with the land use changes of the RASP. The Transit Village Subarea of the RASP (in which the proposed project is located) proposes development of 52,500 s.f. of new commercial space.

The TIA found that in the “Year 2030 plus Project Scenario,” during the AM peak hour, 14 of the 16 study intersections would operate under acceptable conditions, including all intersections along Railroad Avenue, and that during the PM peak hour, 12 of the 16 study intersections would operate under acceptable conditions; during the PM peak hour, the only intersection adjacent to Railroad Avenue that would not operate at or above acceptable conditions would be the Railroad Avenue/Leland Road intersection. However, the TIA also noted that the Railroad Avenue/Leland Road intersection would operate better under “Year 2030 plus Project” conditions than under “Year 2030 No Project conditions” due to the potential roadway and multimodal transportation enhancements planned as part of the RASP. Therefore, the TIA found that a significant impact would not occur as a result of implementation of the RASP.

On February 22, 2016, the Land Use Subcommittee discussed the community vision, planning principles, RASP land use designations, and the RASP’s applicability to future development projects. The Subcommittee voiced their support of the RASP as it currently exists and directed staff to continue implementation of the RASP as adopted.

On November 13, 2018, the Planning Commission held a public hearing to consider Use Permit, Design Review, Sign Exception, and Protected Tree Removal Permit Application No. 18-1329, to re-establish a limited automotive repair use, America’s Tire, within the existing building at 2220 Railroad Avenue. Following staff’s presentation, the Planning Commission accepted public testimony and voted 4-3 to continue the item to a date uncertain to allow staff and the applicant additional time to address concerns regarding potential traffic and noise impacts related to the proposed use.

PROJECT DESCRIPTION:

For detailed information regarding the existing conditions of the project site, surrounding land uses, and the Proposed Project, see Attachment 8.

GENERAL PLAN/CODE COMPLIANCE:

For detailed information regarding the proposed project’s compliance with the General Plan and Pittsburgh Municipal Code (PMC), see Attachment 8.

Environmental: This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, ‘Infill-Development

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Projects' of the state CEQA Guidelines, section 15332. The project qualifies for this CEQA exemption because it would: a) be consistent with the City's general plan and zoning; b) occur within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) occupy a site having no value as habitat for endangered, rare or threatened species; d) result in no significant impacts to traffic, noise, air quality, or water quality; and e) occupy a site that is adequately served by utilities and public services.

Public Notice: On or prior to November 30, 2018, notice of the December 11, 2018, public hearing was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the city's website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC sections 18.14.020 and 18.32.010, and Government Code section 65091.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the proposed project, subject to conditions.

During the November 13, 2018, public hearing, the Commission raised concerns over potential traffic that would be created as a result of the proposed use. Additionally, several residents raised concerns regarding noise, and more specifically, noise resulting from pneumatic impact wrenches. As described above, the RASP Final EIR included a TIA which found that implementation of the RASP, and the potential additional commercial square footage and residential uses, would not create a significant impact related to traffic. As the proposed project would not include any additional commercial square footage, it is well within what was analyzed in the TIA.

In response to the concerns of the Commission, Kimley-Horn and Associates, Inc., prepared a Trip Generation Memorandum ("Trip Memo") to compare the daily and peak hour automobile trips that would be created as a result of this use. Using trip generation data from the Institute of Transportation engineers (ITE) "Trip Generation Manual, 10th Edition," the Trip Memo compared the "tire store" use to other potential permitted uses, including a "pet supply superstore," "walk-in bank," "quality restaurant," "general office building," and general retail uses, such as a "specialty retail center," or "variety store." As shown in Attachment 9, the study found that the proposed use would result in 21 AM peak hour trips, fewer than uses allowed without a use permit, such as a general retail "variety store" (25 trips), and a "walk-in bank" (176 trips). The study also found that during the PM peak hour, the proposed use would result in 31 trips, fewer than a "variety store" (54 trips), a "walk-in bank" (207 trips), or a "quality restaurant" (61 trips). Staff would also note that, pursuant to General Plan Policy 3-P-5, traffic impact studies are required only when development projects are expected to generate more than 100

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net new peak hour vehicle trips; the proposed use would generate significantly less than 100 peak hour trips.

The proposed use also serves to support transit use within the area in several ways. Most notably, the proposed use would reduce the number of commercial vacancies along Railroad Avenue, in the heart of the Railroad Avenue Specific Plan area, adding to the economic vitality of the area and helping to eliminate the voids along this important commercial corridor. Occupancy of the building, along with the proposed building enhancements, would also reduce blight, incentivize better property maintenance, and discourage loitering within the area, while creating a more comfortable atmosphere for visitors of neighboring businesses and pedestrians that would utilize the adjacent sidewalk and potential future pathways along Railroad Avenue to access the nearby BART station. Additionally, the use would provide more jobs within the area, and employees would be able to utilize BART to get to and from work. Finally, the proposed use's location would allow someone who does not normally take BART to and from work to leave their car and use public transit as an alternative means of transportation.

Regarding potential noise issues, the applicant has provided an acoustical study (Attachment 10) showing the typical noise levels resulting from uses similar to the one proposed. The study shows that within 30 feet of open service bay doors, noise levels can reach 75 decibels, which is generally considered within the "normal" range. At 90 feet from the open service bay doors, the expected residual noise levels would be around 59 decibels, which is considered a comfortable level and within the normally acceptable range for exterior noise levels for single family homes identified within the City's General Plan. The nearest multi-family residence is more than 100 feet from the subject building and separated by a masonry wall, while the nearest single-family residence is more than 180 feet away, and separated by a masonry wall and commercial building, which further attenuate noise. The nearby school is also approximately 100 feet away, and as such, would not experience any noise impacts.

For additional analysis regarding the proposed project, as well as an overview of key conditions of approval recommended by staff, see Attachment 8.

ACTION REQUIRED:

Move to adopt Resolution No. 10108 approving Planning Application No. 18-1329, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10108
2. Project Plans
3. Surrounding Uses Map/Existing Condition Photos
4. RASP Land Use, Design, and Development Goals and Policies
5. Development Review Design Guidelines

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6. Letter of Opposition dated August 1, 2018
7. Letter of Opposition dated November 2, 2018
8. November 13, 2018, Planning Commission Staff Report (without attachments)
9. Trip Generation Memorandum, dated November 16, 2018
10. Acoustical Study
11. Public Hearing Notice & Vicinity Map

Prepared by: Jordan Davis, AICP, Senior Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Approval of: 1) a Use	)	Resolution No. 10108
Permit to Establish an Auto Repair	)	
Business; 2) Design Review; 3) a Sign	)	
Exception to Establish a Freestanding	)	
Sign within the Public Right-of-Way; and	)	
4) a Tree Removal Permit on Parcels	)	
Located at 2220-2224 Railroad Avenue,	)	
for, "America's Tire, AP-18-1329 (UP, AD,	)	
SE, TRP)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On March 22, 2018, Don Thrailkill of America's Tire, Inc., filed Planning Application No. 18-1329, requesting approval of: 1) a use permit to establish a tire replacement and repair business; 2) design review of plans to enhance the façade of the existing building at 2220 Railroad Avenue, construct a trash enclosure, and make minor changes to the parking lot layout; 3) a sign exception to replace an existing freestanding sign within the City right-of-way; and 4) a tree removal permit to remove up to five protected trees. The subject properties are located at 2220-2224 Railroad Avenue in the PD (Planned Development, City Council Ordinance No. 09-1319) District, and have a Railroad Avenue Specific Plan (RASP) designation of *Community Commercial*. Assessor's Parcel Nos. 087-042-019, -020, and -021. Collectively, the America's Tire site and the adjacent site are referred to herein as the "project site".
- B. The proposed project is governed by the applicable goals and policies of the Pittsburgh General Plan, the RASP, the Pittsburgh Municipal Code (PMC), and the City's Design Review and Development Guidelines adopted by Planning Commission through Resolution No. 9864.
- C. On July 6, 2009, the City Council adopted Resolution No. 09-11250, certifying the RASP Final Environmental Impact Report (EIR), adopting and approving statements of findings and overriding considerations, and approving Mitigation Monitoring and Reporting Program (MMRP) for the project.
- D. On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD (Planned Development) District and approving the RASP for the areas closest to the future BART Station at Railroad Avenue and State Route 4. The RASP contains development and design standards intended to capitalize on future transit-oriented development growth potential around the future BART Station and to describe a preferred character and overall direction for development associated with the future BART Station.

- E. On November 13, 2016, the Planning Commission held a public hearing to consider Use Permit, Design Review, Sign Exception, and Protected Tree removal Permit Application No. 18-1329. Following staff's presentation, the Planning Commission accepted public testimony and voted 4-3 to continue the item to a date uncertain to allow staff and the applicant to address concerns regarding potential traffic and noise impacts related to the proposed use.
- F. On or prior to November 30, 2018, notice of the December 11, 2018, public hearing was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the city's website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091.
- G. On December 11, 2018, the Planning Commission held a continued public hearing on Planning Application No. 18-1329, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "America's Tire, AP-18-1329 (UP, AD, SE, TRP)," and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:
 - 1. All recitals above are true and correct and are incorporated herein by reference.
 - 2. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, 'Infill-Development Projects' of the state CEQA Guidelines, section 15332. The project qualifies for this CEQA exemption because, as described in the staff report, it will: a) be consistent with the City's general plan and zoning; b) occur within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) occupy a site having no value as habitat for endangered, rare or threatened species; d) result in no significant impacts to traffic, noise, air quality, or water quality; and e) occupy a site that is adequately served by utilities and public services.

On July 6, 2009, the City Council adopted Resolution No. 09-11250, certifying the RASP Final Environmental Impact Report (EIR), adopting and approving statements of findings and overriding considerations, and approving Mitigation Monitoring and Reporting Program (MMRP) for the project. The RASP Final EIR included a Traffic Impact Analysis (TIA) which found that implementation of the RASP, and the potential additional commercial square footage and residential uses, would not

create a significant impact related to traffic. As the proposed project would not include any additional commercial square footage, it is well within what was analyzed in the TIA. Kimley-Horn and Associates, Inc., prepared a Trip Generation Memorandum ("Trip Memo") to compare the daily and peak hour automobile trips that would be created as a result of this use. Using trip generation data from the Institute of Transportation engineers (ITE) "Trip Generation Manual, 10th Edition," the Trip Memo compared the "tire store" use to other potential uses, including a "pet supply superstore," "walk-in bank," "quality restaurant," "general office building," and general retail uses, such as a "specialty retail center," or "variety store." As shown in Attachment 6, the study found that the proposed use would result in 21 AM Peak Hour trips, fewer than uses allowed without a use permit, such as a general retail "variety store," (25) and a "walk-in bank," (176). The study also found that during the PM Peak Hour, the proposed use would result in 31 trips, fewer than a variety store" (54), a "walk-in bank" (207), or a "quality restaurant" (61).

Regarding potential noise issues, the applicant has provided an acoustical study showing the typical noise levels resulting from uses similar to the one proposed. The study shows that within 30 feet of open service bay doors, noise levels can reach 75 decibels, which is generally considered within the "normal" range. At 90 feet from the open service bay doors, the expected residual noise levels would be around 59 decibels, which is considered a comfortable level and within the normally acceptable range for exterior noise levels for single family homes. The nearest multi-family residence is more than 100 feet from the subject building and separated by a masonry wall, while the nearest single-family residence is more than 180 feet away, and separated by a masonry wall and commercial building, which further attenuates noise. The nearby school is also approximately 100 feet away, and as such, would not experience any noise impacts.

Use Permit:

3. The use of the site at 2220 Railroad Avenue as a tire replacement and repair center will be in accordance with the objectives of the Zoning Ordinance, the purposes of the land use district in which it is located and will be appropriate to the specific location. The subject properties are located in the PD District and have a Railroad Avenue Specific Plan (RASP) designation of *Community Commercial*. The purpose of the *Community Commercial* land use designation is to allow for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the greater community to smaller businesses oriented towards neighborhood activity. Pursuant to the RASP, allowable land uses in this district are the same as those of the CC (Community Commercial) District as specified in Title 18 of the PMC; PMC section 18.52.010, "automobile repair, limited," is a conditionally permitted use.
4. The tire shop use will not be detrimental to the health, safety, and general welfare of the City, in that it will meet health and safety requirements of the Pittsburg Community Development Department, the Contra Costa County Fire Protection District, and the Environmental Health Division of Contra Costa Health Services.

5. The project will not adversely affect the orderly development of property within the City, in that the proposed use will occupy an existing commercial space, and the applicant is proposing no exterior building expansions or parking lot changes that would otherwise conflict with the goals, policies, and development standards contained within the RASP.
6. The project will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City, rather the new occupancy of an empty tenant space will increase property values as well as the City's tax base.
7. The project will be consistent with the General Plan. The project site has a General Plan land use designation of *Mixed-Use*, which is intended to allow for greater flexibility of land uses around and accessible by transit. Consistent with General Plan Goal 2-G-20 and Policy 2-P-56, the City has adopted the RASP; the project site is located in the Transit Village sub-area of the RASP and has a land use designation of Community Commercial. The Community Commercial land use designation, and the goals and policies contained with the RASP, are intended to allow for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the greater community to smaller businesses oriented towards neighborhood activity.
8. The use will not create a nuisance or enforcement problem within the neighborhood if conditions are added to require: 1) that the use does not produce an unreasonable, disturbing, or unnecessary emission of odors or noise at the property line of the site; 2) any vehicle fluid removal be performed in such a manner as to ensure that any spilled fluid will be in an area of secondary containment; 3) spill cleanup kits shall be provided throughout the facility; 4) the operator regularly inspect and maintain any interior floor drains to prevent blockages and overflow; 5) repair, servicing, or overnight parking of vehicles outside of the repair bays shall be prohibited; 6) no new or used tires and/or other automobile parts be stored or displayed outdoors; and 7) employees be trained on how to implement and use current Best Management Practices related to hazardous material storage. Further, the proposed use will also be required to meet performance standards as set forth by PMC chapter 18.82, which are intended to address and minimize ongoing safety, noise, odor and maintenance concerns that could arise.
9. The project will not encourage marginal development within the neighborhood, in that the use will occupy an existing commercial space and does not involve construction of a new building or building addition. Further, the construction of a separate trash enclosure and minor parking lot improvements will help ensure the site is properly maintained, and that access to the site is safe.
10. The use will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law, in that the use will operate in a building that has been designed to take advantage of existing infrastructure.

11. The project will not be inconsistent with the City's approved funding priorities, in that the use does not include any City funding.

Design Review:

12. The project will conform with good taste, good design and in general will not detract from the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the new building finishes will enhance the appearance of the existing structure at 2220 Railroad Avenue by providing an attractive, refreshed exterior. The proposed colors will coordinate with a larger number of the surrounding buildings, utilizing different, yet complementary, stone accents and earth tones. Further, the proposed trash enclosure will be finished to match the renovated building at 2220 Railroad Avenue, and a condition of approval will require that any landscaping removed as part of the parking lot modifications be replaced in kind, which will help to ensure the site remain free of trash and other debris and further enhance the character and image of the City as a place of beauty and high quality.
13. The proposed building will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the interior building modifications will be built to standard building codes that include requirements to regulate construction and meet standard noise level requirements for the area.
14. The exterior design and appearance of the proposed project will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value; rather, the project will improve the area by developing an unattractive, vacant building and dilapidated parking lot with unmaintained landscape areas with a well-designed building and more attractive parking area.
15. The proposed project will be in harmony with proposed developments on land in the general area, in that the building's colors, materials, and architecture will generally complement other commercial buildings in the 'Transit Village' subarea of the RASP, which tend to include neutral earth tones and varying stone accents.
16. The proposed project will generally be in conformance with the City's adopted DRDGs, specifically section IV.p, in that the project's color palette is compatible with adjacent development, as well as sections IV.a and IV.q, if conditions are added to require the landscaping be renovated within the existing planting areas, and that all downspouts or other appurtenances be painted to match the surface to which they are mounted.

Sign Exception:

17. Multiple businesses within the larger shopping center to be advertised are set back from the street or obscured from view by adjacent structures or vegetation in such a manner that adequate identification cannot be obtained from a sign placed on the buildings alone. The existing building to be occupied by the applicant is set back

approximately 130 feet from Railroad Avenue, with large, mature trees with wide canopies between the business and the street/sidewalk. In addition, the building occupied by Railroad Junction School maintains almost no building frontage parallel to Railroad Avenue and is also setback a significant distance from the street and sidewalk. The building occupied by Wah Sing Restaurant is also setback a significant distance from the street and sidewalk due to the wide landscaped right-of-way, which maintains some trees, and will likely be planted with more in the near future, further obscuring views of the commercial area.

18. For all the reasons described above, the freestanding sign is necessary to provide the business with a comparable degree of identity from the street as that available to businesses or uses on neighboring premises.
19. The proposed exception to allow the placement of the sign offsite within the public right-of-way conforms as closely as practicable to the sign size, number and placement regulations, and is consistent with the intent and purpose of the sign regulations. The offsite placement of the sign is warranted because the applicant's business is not predominantly visible from the street and cannot obtain adequate identification from building signage, largely due to the exceptionally wide landscaped shoulder of the right-of-way. Other than the location of the proposed sign, the sign conforms to all other applicable regulations in the Sign Ordinance.
20. Strict adherence to the sign regulations does not allow adequate identification of the site because of the site's configuration, such as the exceptionally wide landscaped shoulder of the right-of-way, and because the proposed business or use is obscured from view by adjacent buildings or vegetation.

Protected Tree Removal:

21. The burden to the applicant in preserving the trees greatly outweighs the trees' benefit to the public or environment. The existing palm trees have been inadequately maintained and poorly located, and as such, do not provide the site with any aesthetic benefit, nor do they provide parking lot shading. In addition, removal of the three protected trees within the landscaped median would be required in order to relocate the median further north, a design feature requested by the operator of Railroad Junction in order to provide a wider, safer drive aisle adjacent to the school. Due to the poor health and size of the palms, relocation is likely infeasible, and would place an undue financial burden on the property owners.
- B. The staff report entitled, "America's Tire, AP-18-1329 (UP, AD, SE, TRP)," dated October 23, 2018, is referenced hereto as additional support for the findings.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby approves Planning Application No. 18-1329, subject to the following conditions:

General Planning Conditions:

1. The project shall be constructed in substantial conformity with the project plans date stamped September 13, 2018, and the America's Tire site shall be operated substantially as presented to the Planning Commission in the staff report identified in Section 2, above, except as hereinafter modified. Construction and installation of the approved use in a manner inconsistent with this use permit shall be grounds for revocation of the use permit or sign exception.
2. The operator of the America's Tire site shall ensure the use does not produce an unreasonable, disturbing, or unnecessary emission of odors or noise at the property line of the site, in accordance with PMC sections 18.82.040 and 18.82.045.
3. Any vehicle fluid removal on the America's Tire site shall be performed in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.
4. The operator of the America's Tire site shall provide spill cleanup kits throughout the facility where there is a potential for spills that may enter storm drains or sanitary sewer drains.
5. The operator of the America's Tire site shall regularly inspect and maintain any interior floor drains of the use to prevent blockages and overflow.
6. The business operator of the America's Tire site shall ensure all employees of the business park personal vehicles within the rear parking area.
7. No automobile repair or tire replacements shall occur within the parking lot area of the America's Tire site or the concrete apron adjacent to the vehicle repair bays.
8. No vehicle fluid removal shall be performed outside of the building on the America's Tire site, or on asphalt or ground surfaces, whether inside or outside of the building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment.
9. No person shall leave unattended drip parts/pans or other open containers containing vehicle fluid on the America's Tire site, unless such containers are in use or in an area of secondary containment.
10. Overnight parking of vehicles outside of the repair bays on the America's Tire site is prohibited.
11. Vehicle dismantling and/or storage of wrecked vehicles on the America's Tire site shall be prohibited.
12. The business operator of the America's Tire site shall ensure no new or used tires and/or other automobile parts shall be stored or displayed outdoors.
13. No person shall dispose of, nor permit the disposal, directly or indirectly of vehicle fluids, hazardous materials from the America's Tire site, or rinse water from parts'

cleaning on-site into storm drains.

14. The business operator of the America's Tire site shall ensure that employees clean equipment, collect water and cleaning liquids, and dispose of water and cleaning liquids to the sanitary sewer, not to the exterior storm drain system or to any storm drain inlets/catch basins. The business operator of the America's Tire site shall ensure that no rinsing, washing or cleaning of any vehicles occurs on-site.
15. The business operator of the America's Tire site shall ensure the employees use dry cleanup methods where applicable.
16. The business operator of the America's Tire site shall ensure that detergents/degreasers are never used in the process of outdoor cleaning.
17. Employees of the America's Tire site shall be trained on how to implement and use current Best Management Practices related to vehicle maintenance, hazardous material/chemical storage, including those activities' potential for storm water and ground pollution and how to minimize those potentials.
18. No pallets, shipping or storage containers, drums, scrap materials, recyclable or otherwise, shall be stored outdoors on the America's Tire site, except as otherwise approved by the Planning Division.
19. The business operator of the America's Tire site shall not place any temporary structures, signs or banners onsite or offsite, nor hold any temporary uses not covered in this use permit or permitted as an ancillary use on site, without first applying for the appropriate permits from the Planning and Engineering Divisions, as required.
20. If the business on the America's Tire site uses, handles, or stores hazardous materials (chemicals) in quantities of or greater than 55 gallons (liquid), 500 pounds (solid) or 200 cubic feet (gas), then a Hazardous Materials Response Plan and Chemical Inventory shall be submitted to the Contra Costa Health Services Hazardous Material program.
21. Trailers delivering and unloading new merchandise for the America's Tire site shall not unload, stop, or park within any onsite driveway or aisle or in any customer/employee parking spaces.

Design Review:

22. Pursuant to PMC section 18.84.005(C), the proposed trash enclosure shall not exceed 10 feet in height; however, no portion of the enclosure roof having a pitch of 3:12 or greater may exceed 12 feet. Alternatively, the developer of the America's Tire site may relocate the trash enclosure to an area adjacent to the northern property line, subject to the approval of the City Planner.
23. The developer shall install a minimum three-foot wide landscape median along the northern end of the parking stalls located along the northern boundary of APNs 087-042-020 and 087-042-021. A minimum of one tree for every four parking stalls shall be

planted within the median.

24. The developer shall submit a final landscape plan which identifies the areas of each parcel that will receive replacement landscaping (in an amount equal to or greater than the amount of existing landscaping to be removed) in order to ensure any existing landscaping nonconformity is not further increased. Landscaping totals shall be calculated, and landscaping replaced on a parcel-by-parcel basis.
25. Proposed lighting standards shall include a three-foot-tall concrete base and shall not exceed a total of 15 feet in height. The developer shall submit a photometric plan prior to issuance of a building permit to ensure proposed lighting does not exceed the boundaries of the project site.
26. All paved surfaces on the project site shall be maintained in good condition and cleaned at least once a year, between July 15 and October 15 (just prior to the rainy season). Cleaning of paved surfaces shall incorporate Best Management Practices that capture and clean the dirty water prior to discharging it to the storm drain. The property owner(s) and/or business operator(s) shall hire only mobile surface cleaners that have been trained and are recognized by the Bay Area Stormwater Management Agencies Association (BASMAA), for cleaning of the parking and paved areas. Each property owner or business operator shall be responsible for the cleaning of their parcel.
27. The developer of the America's Tire site shall provide permanent, fixed bicycle parking for at least four (4) bicycles on-site in a location providing convenient access and natural surveillance. The design, color, and proposed location of the racks shall be reviewed and approved by Planning Division staff prior to issuance of a building permit.
28. All gutters, downspouts, roof flashing, and roof top vents on the America's Tire site shall be painted the same color as the surface to which they are adjacent.
29. All utility equipment attached to exterior walls on the America's Tire site shall be painted to match the building exterior to which they are directly attached.
30. All ground floor storefront windows on the America's Tire site shall maintain a minimum 70% visibility (i.e. may not be blacked out or covered with opaque materials). Sun shades installed in the end tenant storefront windows shall be commercial grade and operable (such as commercial roller shades, gliding window panels). No black out window coverings or tinting are permitted on any of the elevations.

Tree Removal:

31. Prior to the removal of a protected tree, the applicant shall select one of the following options for compliance with PMC section 18.84.885: a) replacement of the removed trees at a four-to-one ratio with 24-inch box trees; b) replacement of the trees at a twelve-to-one ratio with 15-gallon trees; c) payment of in-lieu fees equal to the replacement trees' value, installation costs and one year of maintenance costs, as calculated with a twelve-to-one ratio of 15-gallon trees; or d) a combination of replacement and payment of in-lieu fees. All protected trees to be removed shall be

shown on a final landscape plan, to be submitted to the Planning Division prior to issuance of a building permit.

Freestanding Sign:

32. The final design and location of the freestanding sign shall ensure a minimum ten-foot setback from the crosswalk to the east and the apex of the curb radius to the west. The final location of the sign shall be subject to review and approval by the City Engineer.
33. Prior to issuance of a building permit for the freestanding sign, the developer or business operator of the America's Tire site shall enter into a revocable encroachment agreement and obtain a revocable encroachment permit from the Engineering Division.
34. The developer shall install faux brick similar to the main building, as well as attractive landscaping, around the base of the freestanding sign, in accordance with PMC section 19.12.020(D). The final design of the sign base and surrounding landscaping, including plant selections and layout, shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.
35. Notwithstanding any private party agreements, the developer or business owner of the America's Tire site at 2220 Railroad Avenue (APN: 087-042-019) shall be responsible for maintaining the freestanding sign.
36. Advertising within the sign shall be limited to the tenants of APNs: 087-042-019; 087-042-020; and 087-042-021. Future changes to the sign fascia shall be subject to separate sign review and approval.

Submittals to the Engineering Division for review:

37. The developer shall submit to the City's Engineering Division, for review and comment, five (5) copies of the engineering plans, prepared by a registered civil engineer, to include but not be limited to the following:
 - A Site Plan;
 - A Striping and Drainage Plan;
 - A Utilities Plan;
 - A Landscaping and Irrigation Plan;
 - An Erosion and Sedimentation Control Plan; and
 - Offsite Improvements due to project Impacts.
38. The developer shall submit an engineer's estimated cost to the Engineering Division for review and approval, with the first plans submittal. This estimate shall include all costs associated with the site development improvements, excluding those costs associated with the construction of the building structure itself.

Engineering Fees:

39. The developer shall provide an initial payment for review of the improvement plan(s) with the first submittal. This fee is based on the engineer's estimated cost for site improvements, and shall be submitted with the plans. The Improvement Plan Review fee is 6% of the cost of the improvements. A payment of 50% of these total fees is to be paid with the initial submittal of plans and engineer's estimated cost. The initial payment will be credited towards the final fees as determined at the time an engineering permit is issued.
40. The developer shall pay the Improvement Inspection Fee to the Engineering Division at the time the single parcel development permit is issued. The current Improvement Inspection Fee rate is 5.75% of the estimated cost for improvements.
41. If there is a need to increase the service line size for water or sewer facilities, the developer shall pay the difference for the increase of the Facilities Reserve Charge(s) (PMC Chapters 13.08, 13.12 and 13.24) (the "FRC") for water and sewer service to the Engineering Division, in the amounts in effect when the developer obtains a Building Permit. The developer understands that the current FRC on file, effective August 20, 2005, shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778, on February 21, 2012, a copy of which is available at the City. The FRC shall be paid to the Engineering Division prior to the issuance of a building permit.

NPDES Conditions:

42. The project design shall incorporate, wherever feasible, long-term best management practices (BMPs) for the reduction or elimination of storm water pollutants. Such source control design measures and BMPs to limit pollutant generation, discharge, and runoff may include:
- Incorporating landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices;
 - Providing covered trash, food waste, and compactor enclosures;
 - Stenciling all storm drains with "No Dumping, Drains to Delta," permanent markings; and
 - Plumbing of discharges from: 1) outdoor covered wash areas for vehicles, equipment, and accessories, and 2) fire sprinkler test water (if discharge to onsite vegetated areas is not a feasible option) to the sanitary sewer, subject to Delta Diablo Sanitation District's authority and standards.

Engineering Conditions regarding Utilities:

43. The developer shall evaluate the existing receiving storm drain, sewer, and water facilities for adequate capacity to serve the project, and provide the results to the City to identify any service or supply problems. The cost for installation of additional facilities required to be constructed to accommodate the project shall be borne by the developer.

- 44. The design and construction of storm drain, water, and sewer facilities shall be in accordance with section 17.28.020 of the Pittsburg Municipal Code.
- 45. The developer shall provide appropriate water service, adequately sized to meet the domestic and fire protection demands for the project.
- 46. The developer shall provide appropriate sanitary sewer, adequately sized to accommodate the project's wastewater demand.

General Conditions:

- 47. The developer shall obtain an encroachment permit from the Engineering Division for all work to be conducted within the right-of-way.
- 48. The site shall be kept clean and free of all litter, debris and refuse, and all landscaping on site shall be kept weed free and maintained in a healthy condition. The operator of each respective use shall inspect and pick up litter in or around the outdoor trash receptacles daily. Each property owner or business operator shall be responsible for the cleaning of their parcel.
- 49. The developer shall comply with all Contra Costa County Fire Prevention District (CCCFPD) and Contra Costa Environmental Health Department (CCEHD) standards and requirements.
- 50. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the standard conditions and the specific conditions identified herein, the specific conditions of this resolution shall govern.
- 51. The developer shall comply with all the requirements of the Planning Division, Engineering Division, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, and all other applicable local, state and federal agencies.
- 52. All grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburg Municipal Code.
- 53. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers), and Title 15 (Buildings and Construction) of the Pittsburg Municipal Code as determined by the City Engineer. Issuance of a site development permit will be required whereby specific engineering requirements will be made as conditions of approval.
- 54. All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.
- 55. The developer or their subcontractor(s) shall record with the California Board of Equalization a nexus or additional location within the City of Pittsburg to ensure any

and all sales tax paid shall be recorded and paid to the City of Pittsburgh. The developer or subcontractors shall add a new location to an existing account or ensure the seller of goods and materials subject to sales tax have registered a location within the City of Pittsburgh with the Board of Equalization.

56. The developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at developer's sole cost and expense. Developer may select its own legal counsel to represent developer's interests at developer's sole cost and expense. Developer shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
57. This use permit will expire on November 13, 2019, unless a building or other site development permit has been issued and/or the use has been legally established or a written request for an extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building or site development permit issuance, unless work is commenced and diligently pursued prior to the expiration of the permit.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 11th day of December, 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

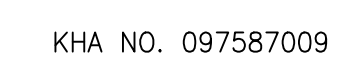
NAYES:

ABSTAIN:

ABSENT:

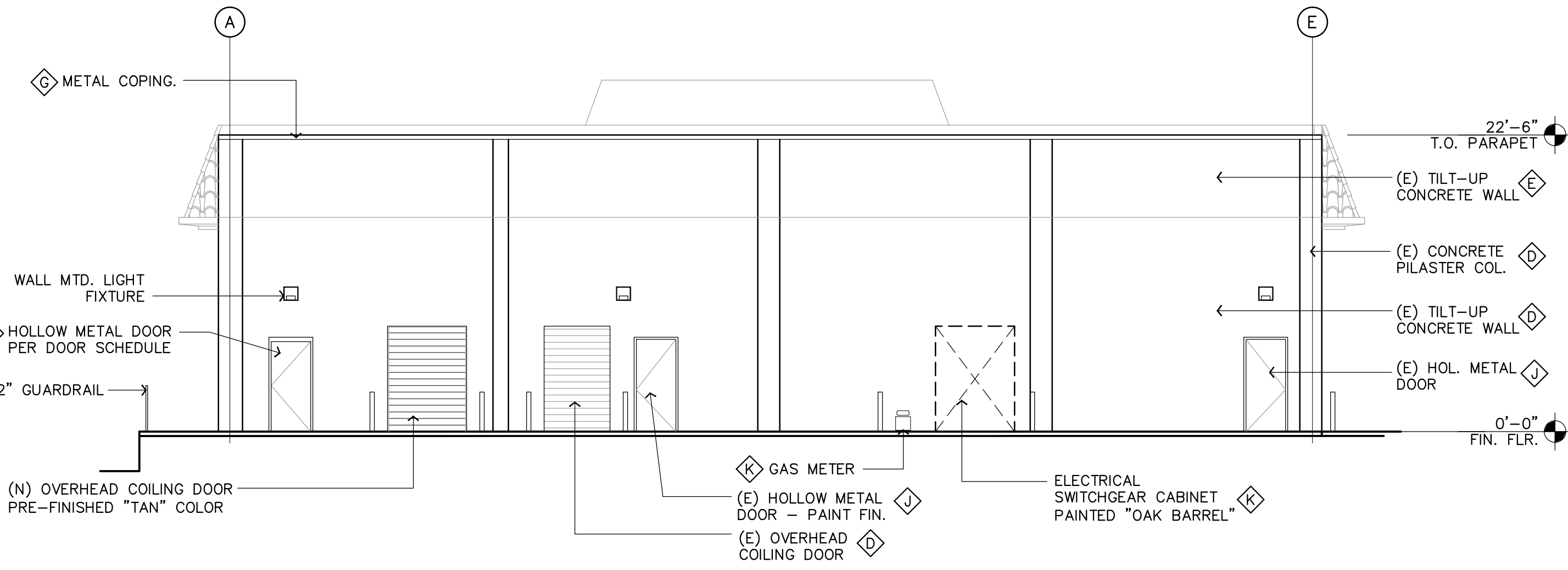
I hereby certify that the above Resolution No. 10108 was adopted by the Planning Commission of the city of Pittsburg on December 11, 2018.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



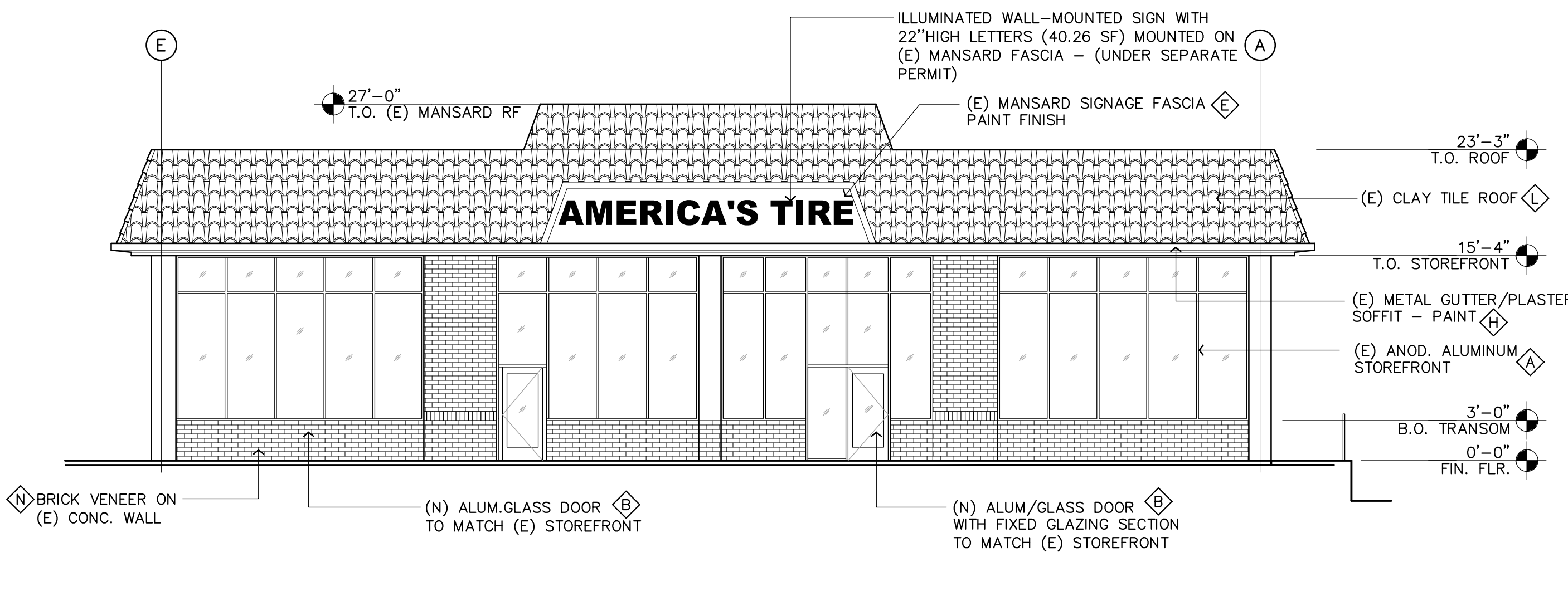
FINISH LEGEND

- (A) ANODIZED ALUMINUM STOREFRONT SYSTEM WITH SINGLE GLAZING "DARK BRONZE" FINISH
- (B) ANODIZED ALUMINUM STOREFRONT ENTRY DOOR/GLAZING SECTION "DARK BRONZE" FINISH TO MATCH (E)
- (C) (E) TEXTURED CONCRETE WALL - PAINTED SHERWIN WILLIAMS #7714 "OAK BARREL"
- (D) PAINT - SHERWIN WILLIAMS #7714 "OAK BARREL"
- (E) PAINT SHERWIN WILLIAMS #6119 "ANTIQUE WHITE"
- (F) EIFS ACCENT BAND - PAINT SHERWIN WILLIAMS SW 7585 "SUNDRIED TOMATO"
- (G) METAL COPING - FACTORY PAINTED/FACTORY FINISH - "SIERRA TAN"
- (H) EXPOSED STEEL/EIFS - PAINT SHERWIN WILLIAMS SW 7714 "OAK BARREL"
- (I) 36" HIGH STEEL BOLLARDS - PAINTED TO MATCH "OAK BARREL"
- (J) HOLLOW METAL DOORS - PAINTED TO MATCH "OAK BARREL"
- (K) ELECTRICAL SWITCHGEAR / GAS METER - PAINTED SHERWIN WILLIAMS #7714 "OAK BARREL"
- (L) (E) CLAY TILE ROOF - "TERRA COTTA" COLOR. REPLACE DAMAGED TILES AS REQUIRED.
- (M) 42" HIGH GUARDRAIL WITH VERTICAL POSTS AT 5' O.C. TO BE POWDER COATED FINISH WITH "OAK BARREL" COLOR.
- (N) THIN BRICK VENEER - PACIFIC CLAY PRODUCTS, 3-5/8" x 7-5/8" COLOR: "SUNSET RED" WITH STD. GRAY GROUT COLOR



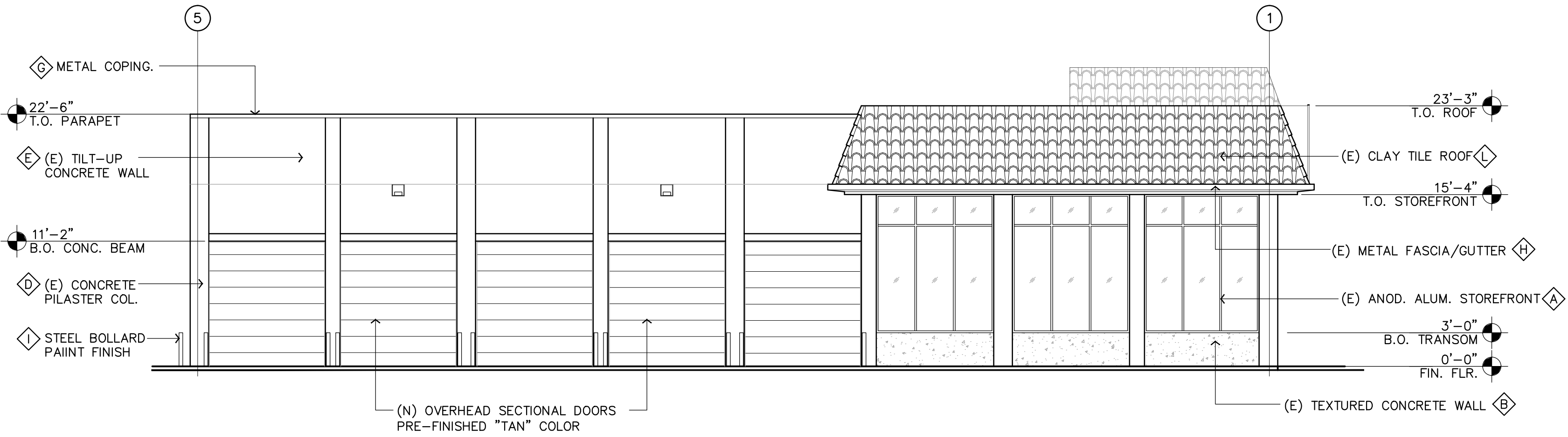
WEST ELEVATION

SCALE: 1/8" = 1'-0"



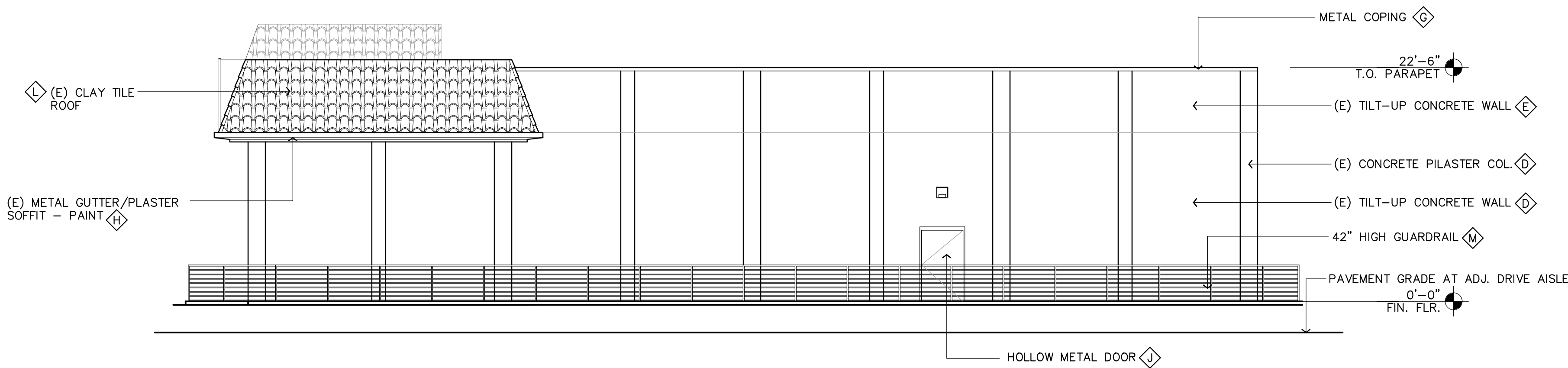
EAST ELEVATION (Railroad Ave)

SCALE: 1/8" = 1'-0"



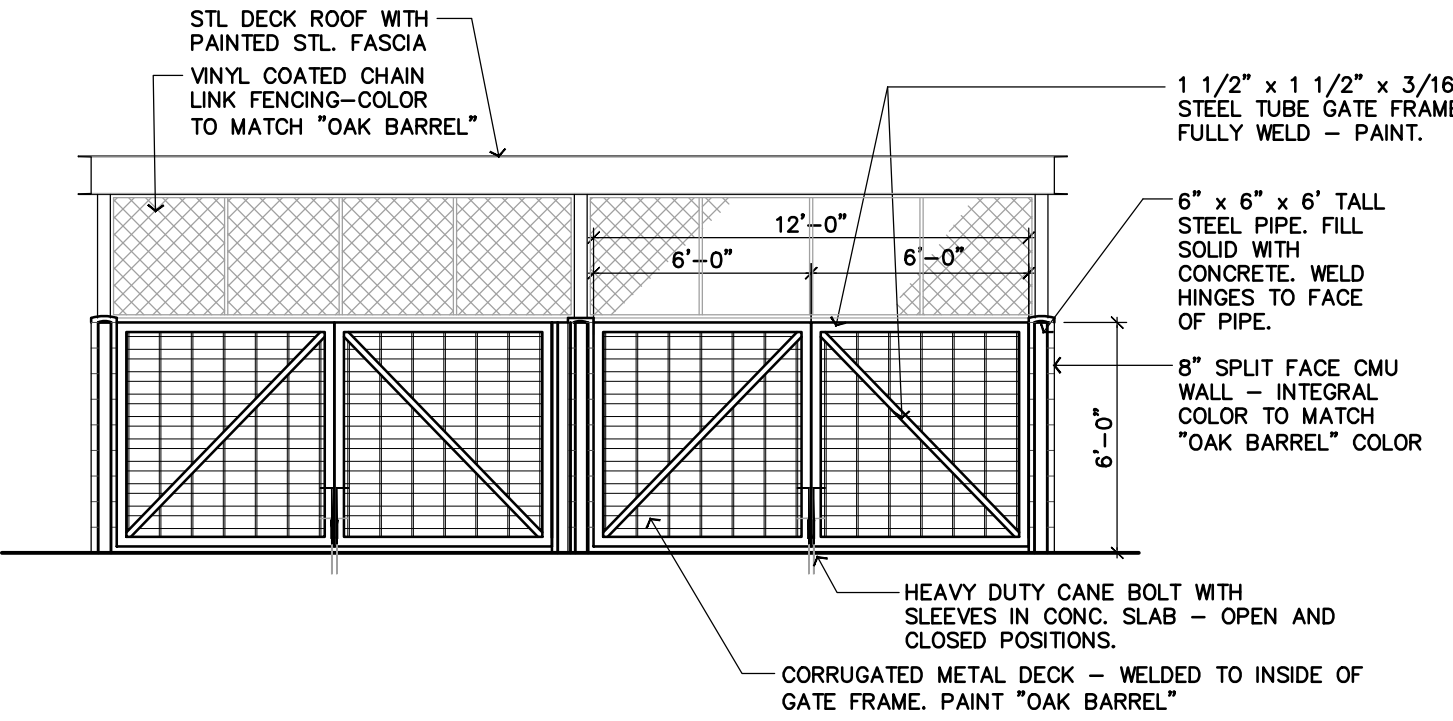
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

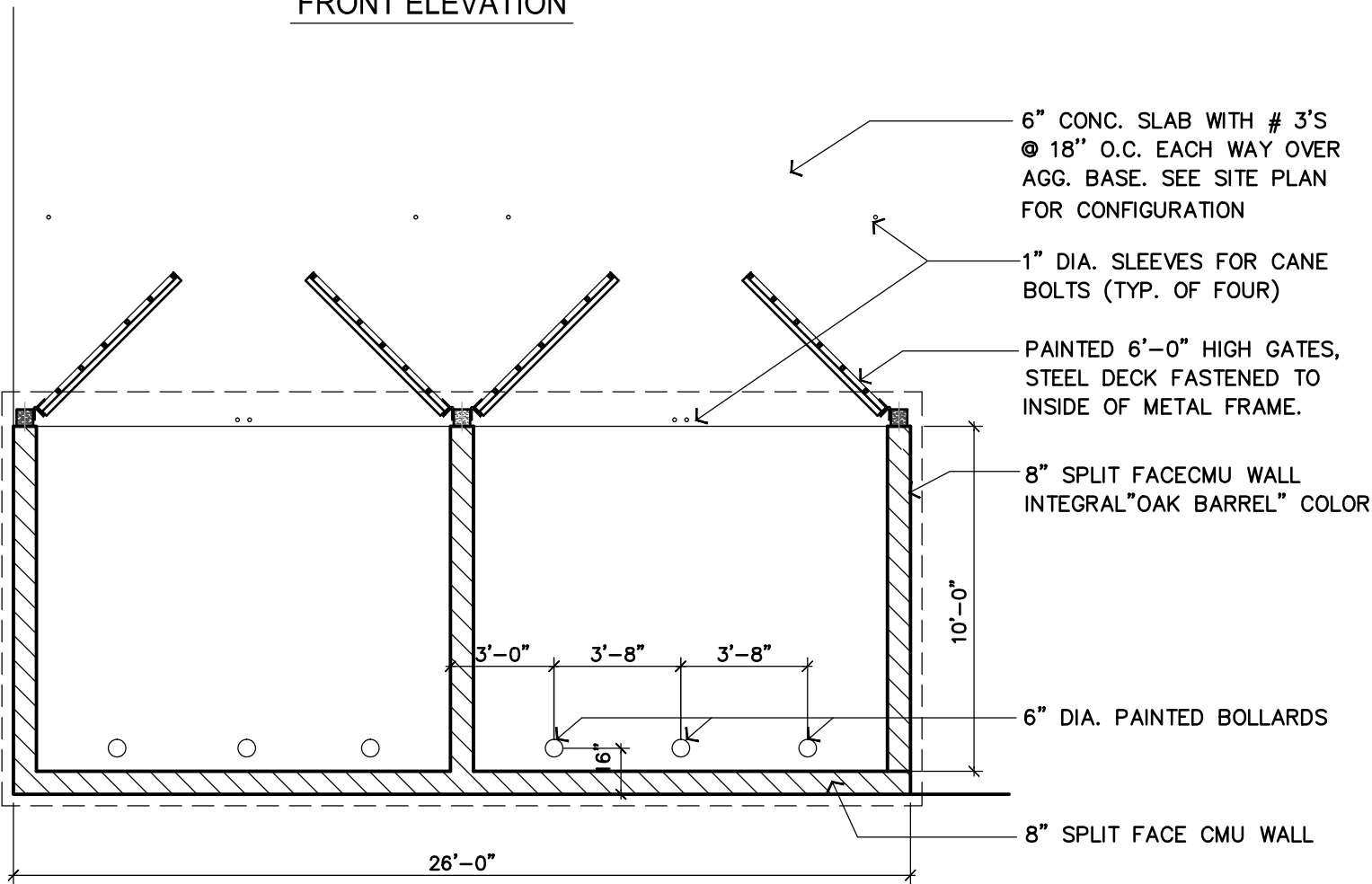


NORTH ELEVATION

SCALE: 1/8" = 1'-0"



FRONT ELEVATION



TRASH ENCLOSURE PLAN / ELEVATIONS

NOT TO SCALE

REV: #1 - 06.08.17

DATE: 04.10.17

JOB # A.1703067

ALT - 1R

Sheet No.

A.



THIS PLAN IS PROPERTY OF PLUMP GROUP ARCHITECTURE & ENGINEERING. THIS DRAWING IS LOANED WITHOUT OTHER CONSIDERATION THAN THE AGREEMENT AND CONDITION THAT IT IS NOT BE REPRODUCED, COPIED, OR OTHERWISE DISPOSED OF, DIRECTLY OR INDIRECTLY, AND IS NOT TO BE USED IN WHOLE OR IN PART TO ASSIST IN MAKING OR TO FURNISH ANY INFORMATION FOR THE MAKING OF DRAWINGS, PRINTS, APPARATUS OR PARTS THEREOF. THE ACCEPTANCE OF THIS DRAWING WILL BE CONSTRUED AS AN ACCEPTANCE OF THE FOREGOING CONDITIONS.

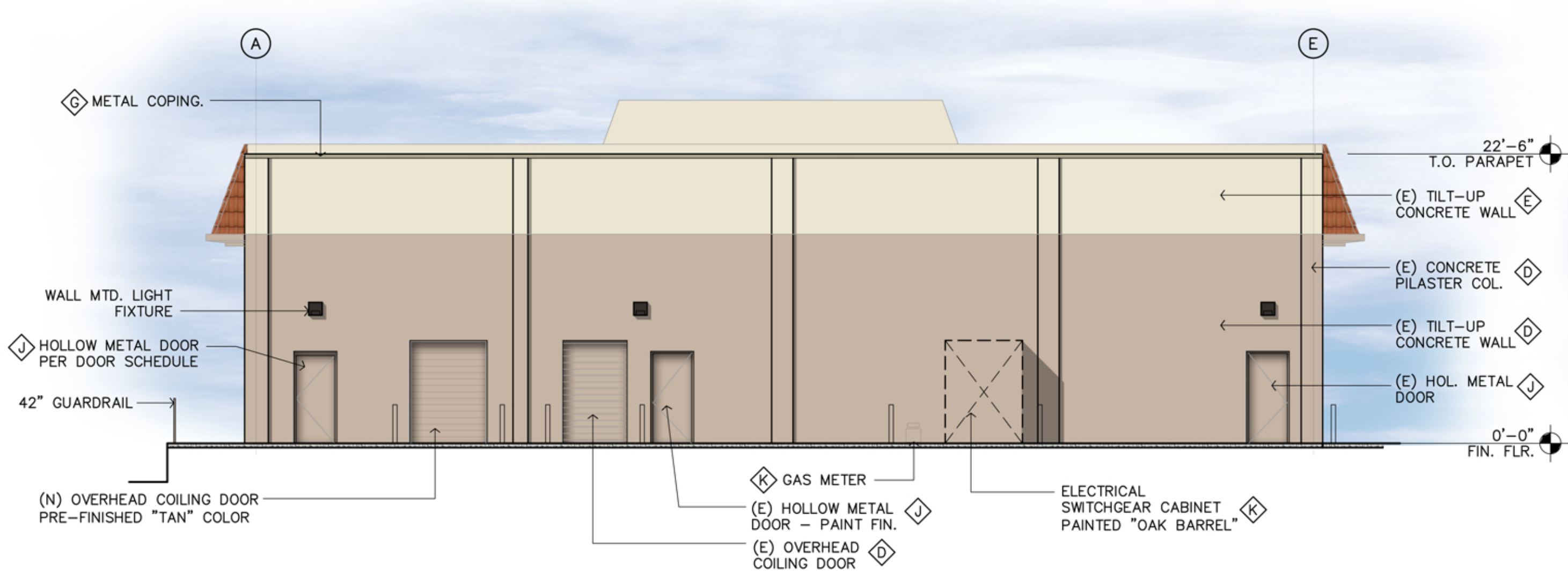
CONCEPTUAL ELEVATIONS

2220 Railroad Avenue
PITTSBURG, CA 94564



FINISH LEGEND

- (A) ANODIZED ALUMINUM STOREFRONT SYSTEM WITH SINGLE GLAZING "DARK BRONZE" FINISH
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WEST ELEVATION

SCALE: 1/8" = 1'-0"



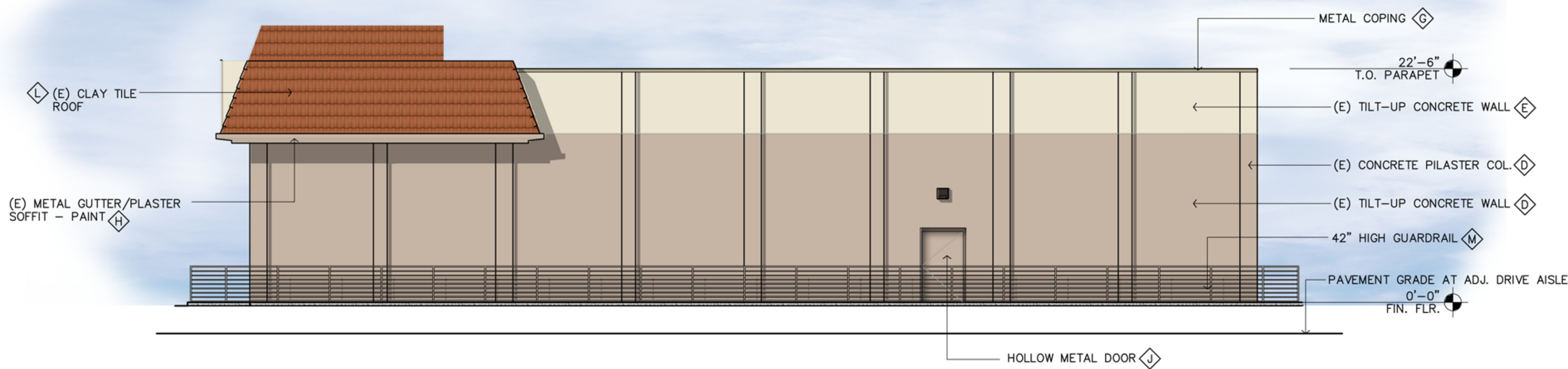
EAST ELEVATION (Railroad Ave)

SCALE: 1/8" = 1'-0"



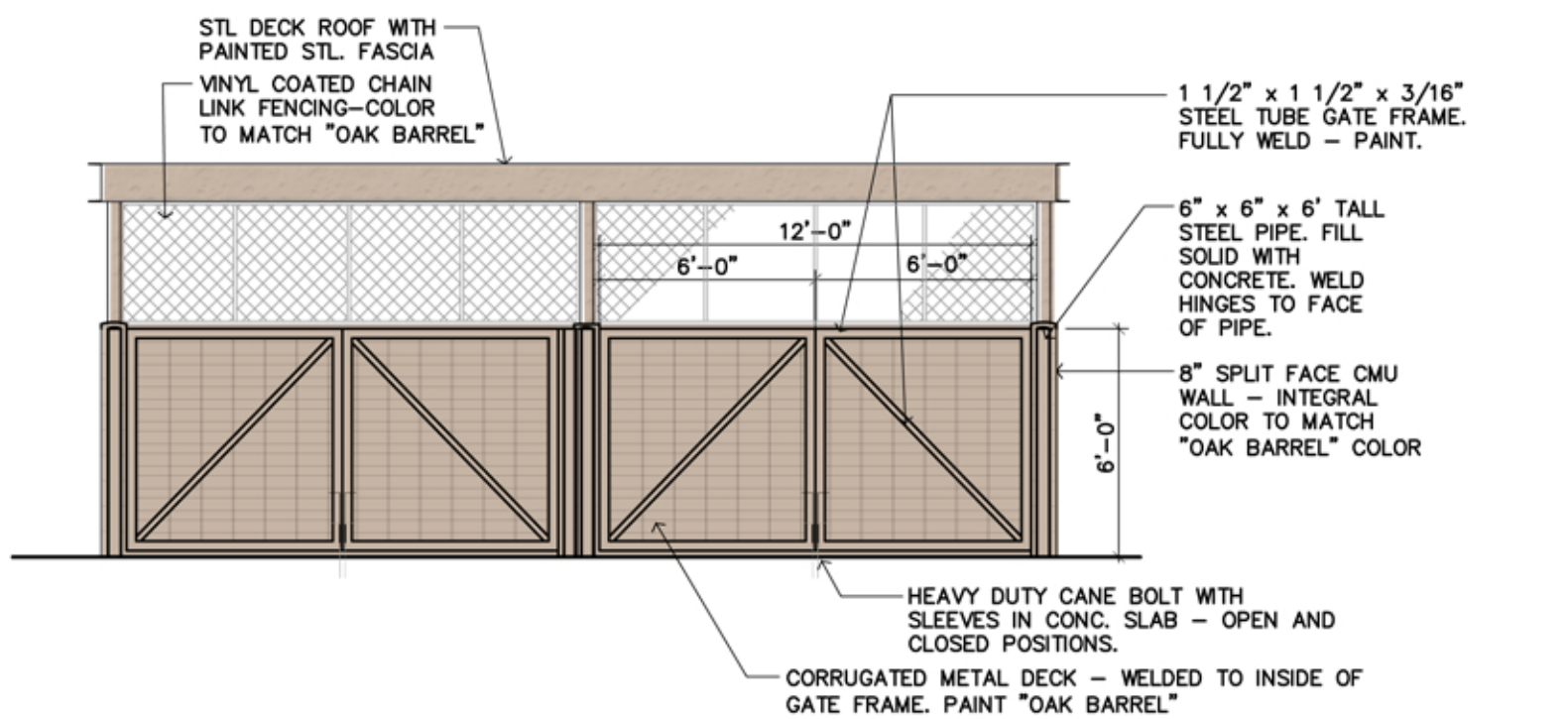
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

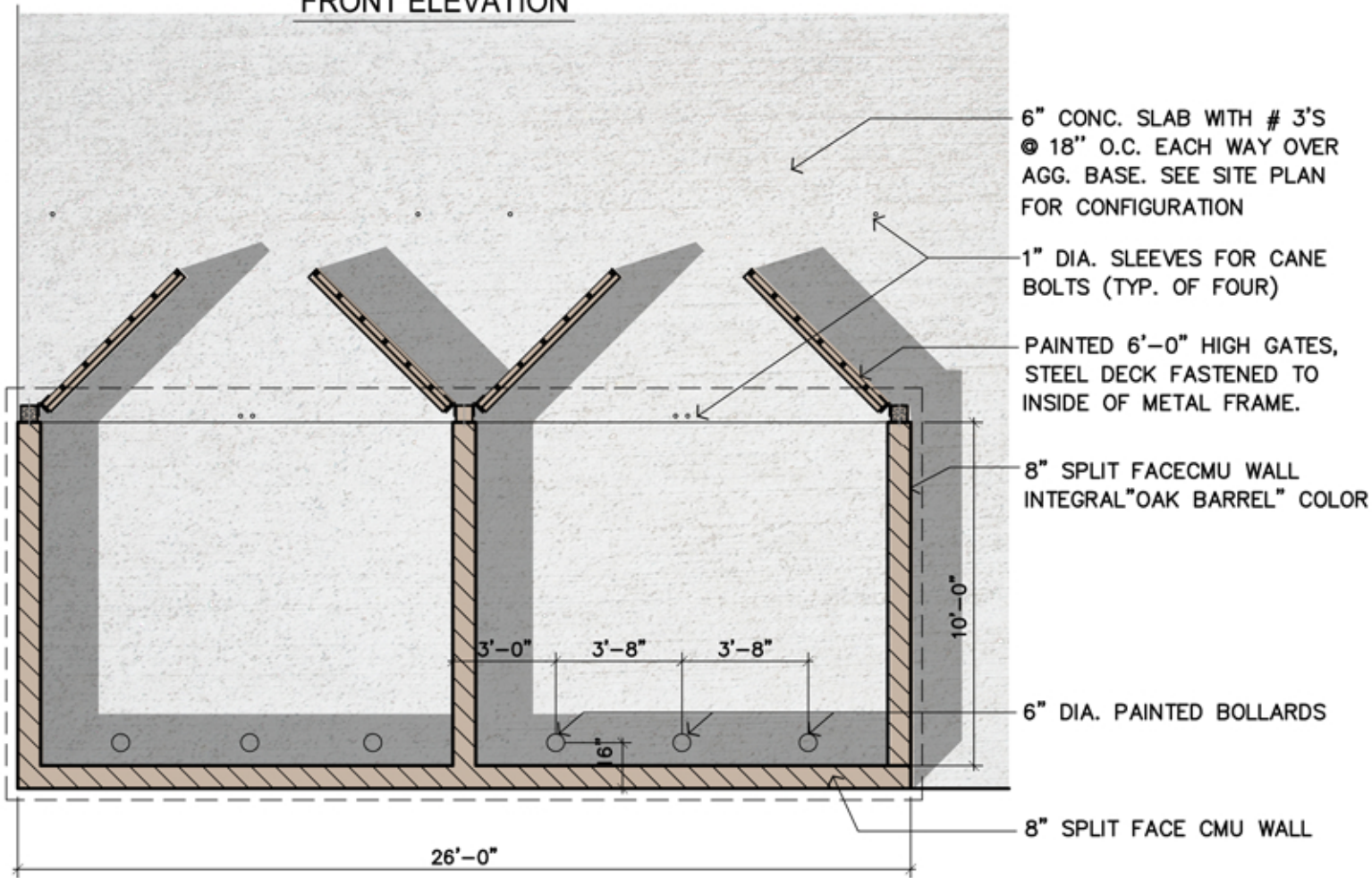


NORTH ELEVATION

SCALE: 1/8" = 1'-0"



FRONT ELEVATION



TRASH ENCLOSURE PLAN / ELEVATIONS

NOT TO SCALE

REV: #1 - 06.08.17

DATE: 04.10.17

JOB # A.1703067

ALT - 1R

Sheet No.

A.4



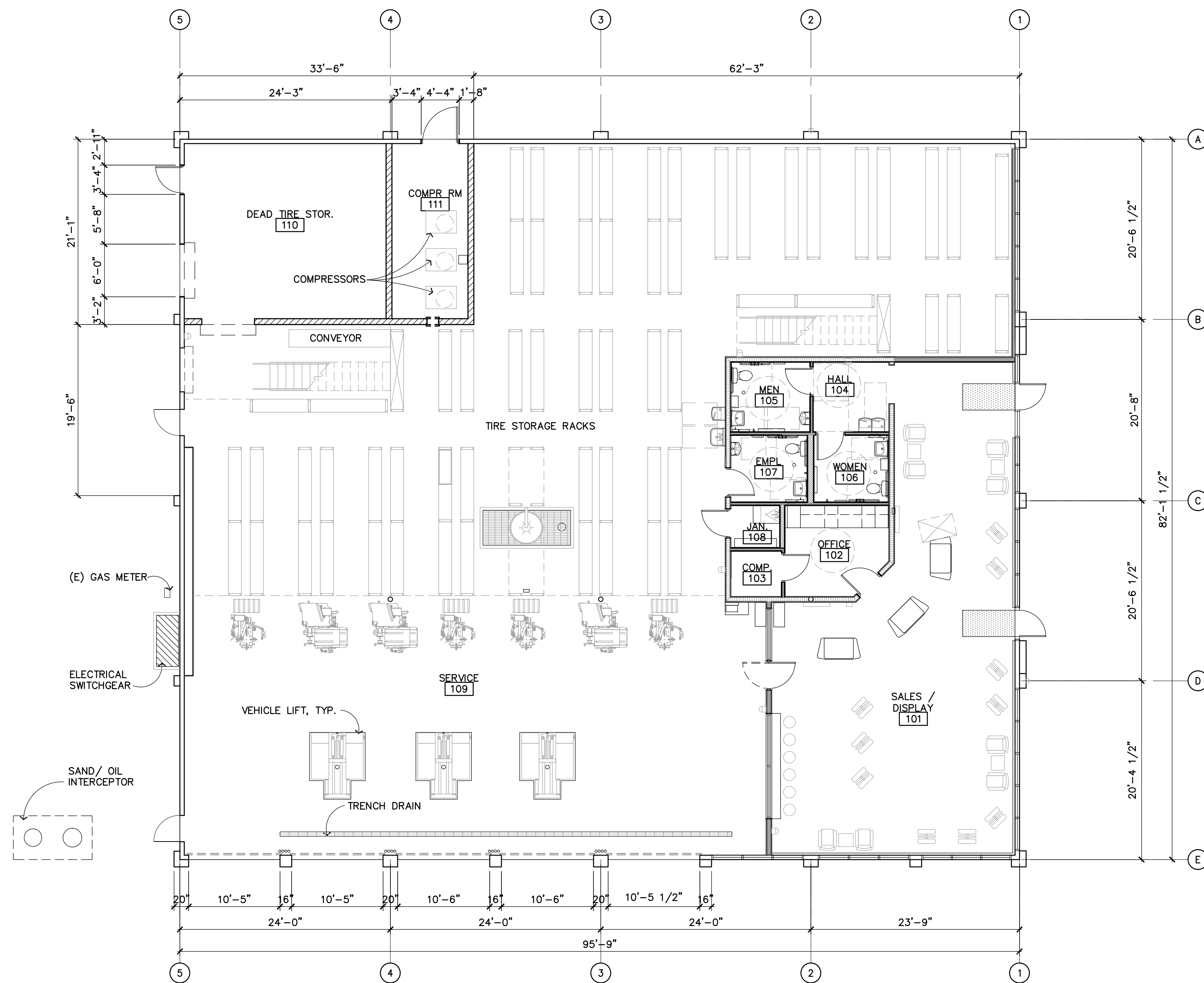
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COLORED ELEVATIONS

2220 Railroad Avenue
PITTSBURG, CA 94564



Sheet No.



BUILDING AREA CALCS

GROUND FLOOR AREA

1st OCCUPANCY:

SALES / DISPLAY	1,166.18 S.F.
OFFICE	110.96 S.F.
COMPUTER	29.00 S.F.
HALL	67.60 S.F.
MEN	70.09 S.F.
WOMEN	60.00 S.F.
EMPLOYEE	60.16 S.F.
JANITOR ROOM:	26.17 S.F.

2nd OCCUPANCY:

SERVICE	226.86 S.F.
RECYCLE TIRE	9.02 S.F.
COMPRESSOR ROOM	172.97 S.F.

7,061.80 S.F. NET AREA (USABLE)

TOTAL GROUND FLOOR AREA: 7,826 S.F. BLDG FOOTPRINT

SECOND FLOOR AREA:

2nd OCCUPANCY:

STORAGE 1:	10.00 S.F.
STORAGE 2:	127.21 S.F.
STORAGE 3:	680.91 S.F.
WALKING GRATE:	1818.97 S.F.

2,900.1 S.F. NET AREA (USABLE)



CONCEPTUAL 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"



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CONCEPTUAL FLOOR PLAN

2220 Railroad Avenue
PITTSBURG, CA 94564



Sheet No.

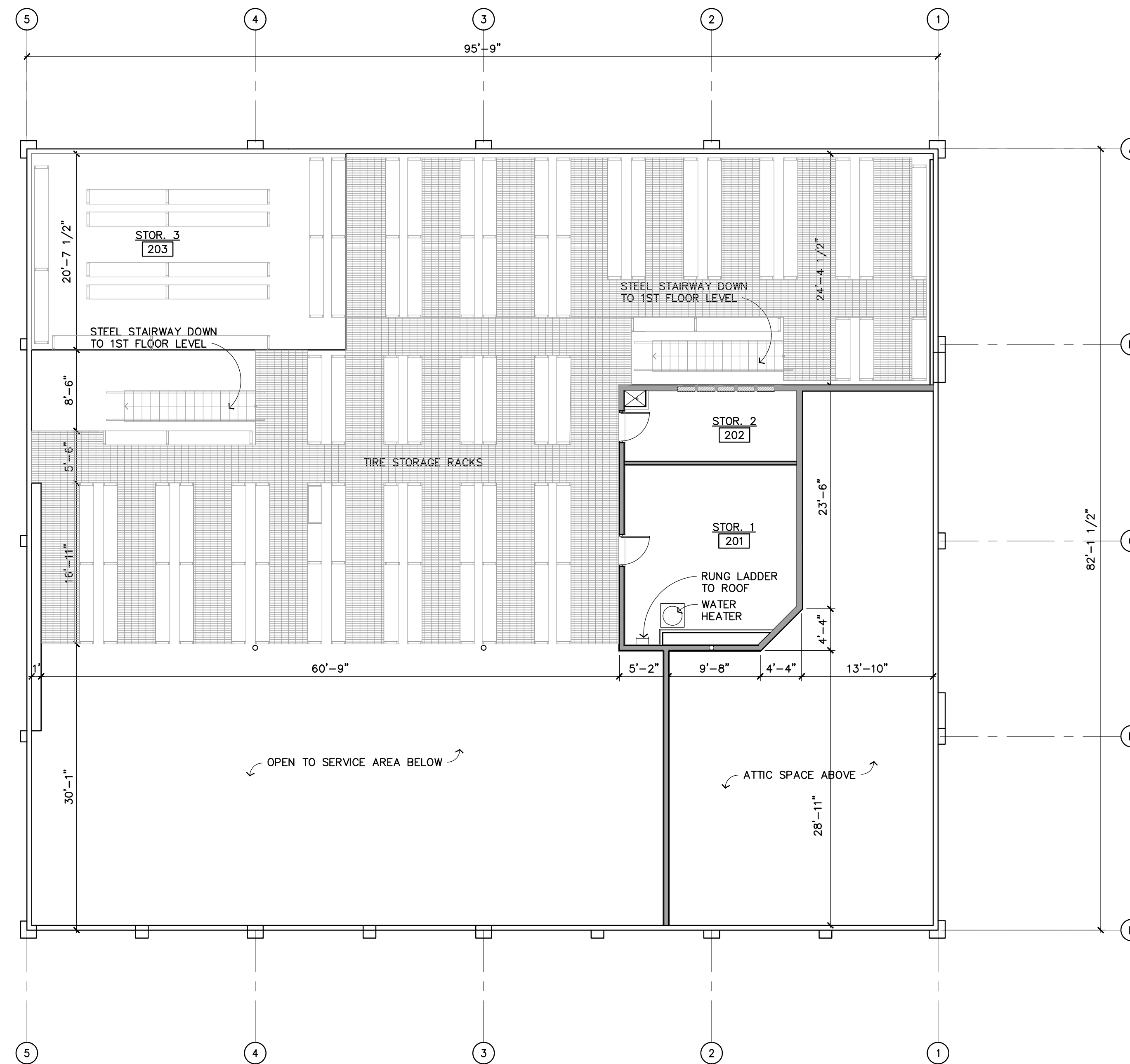
A.1

ALT - 1R

REV: #1 - 06.08.17

DATE: 04.10.17

JOB # A.1703067



CONCEPTUAL SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

ALT - 1R

REV: #1 - 06.08.17
DATE: 04.10.17
JOB # A.1703067



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CONCEPTUAL FLOOR PLAN

2220 Railroad Avenue
PITTSBURG, CA 94564



Sheet No.

A.2

SITE DATA

ZONING: COMMUNITY COMMERCIAL (CC)
BUILDING SETBACKS: FRONT-15'; SIDE-0';
REAR-0'
MAXIMUM HEIGHT: 60'
SITE AREA: 33,405 SF (0.766 AC)
FLOOD ZONE: X (AREAS OF MINIMAL FLOOD
HAZARD) PER MAP NO.
06013C0119G, DATED
9-30-2015.

LANDSCAPE SUMMARY

LANDSCAPE IMPROVEMENT AREA

AREA = 1,635 SF

NOTE: PER LANDSCAPE ORD. AB-1881, THIS
LANDSCAPE AREA DOES NOT REQUIRE
WATER ALLOWANCE WORKSHEET OR SOIL
MANAGMENT REPORT.

WUCOLS PLANT FACTOR:

THIS PROJECT IS LOCATED IN "WUCOLS"
REGION '1 - NORTH CENTRAL COSTAL':

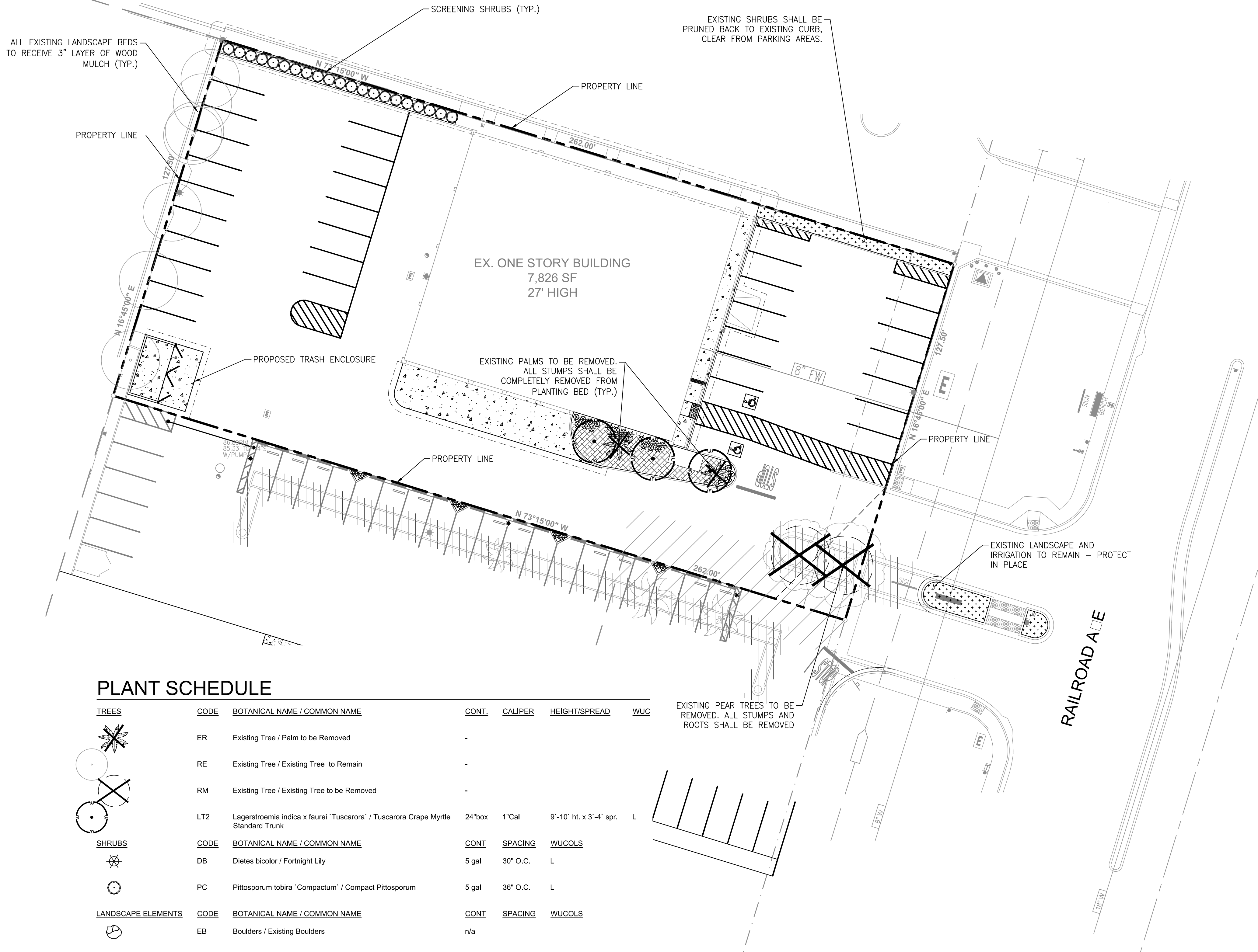
H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS

NOTE:

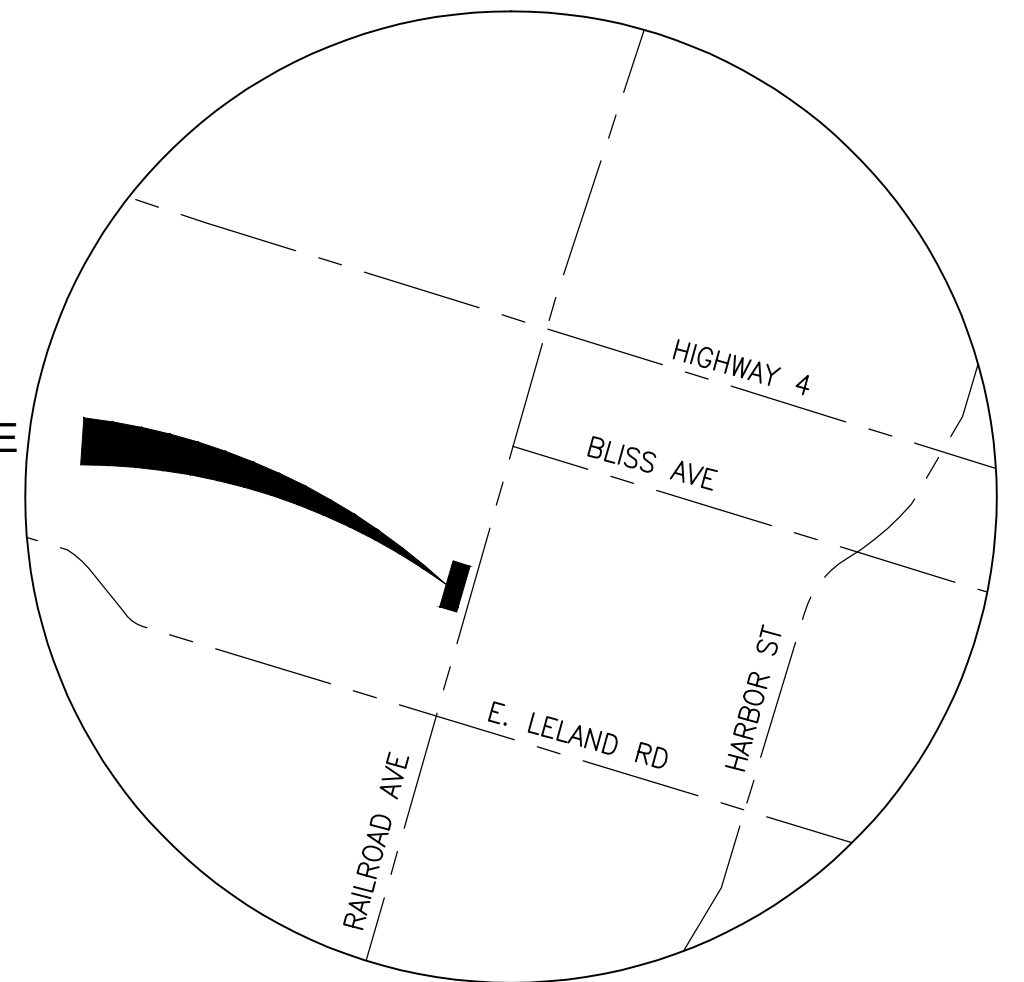
CONTRACTOR SHALL BE RESPONSIBLE FOR
MAINTENANCE OF THIS LANDSCAPE FOR 90
DAYS FOLLOWING COMPLETION.

IRRIGATION NOTES:

- AN AUTOMATIC IRRIGATION SYSTEM IS
EXISTING AND SHALL BE INSPECTED FOR
PROPER OPERATION AS TO PROVIDE 100%
COVERAGE FOR ALL PLANTING AREAS SHOWN
ON THE PLAN.
- LOW VOLUME EQUIPMENT SHALL PROVIDE
SUFFICIENT WATER FOR PLANT GROWTH WITH
NO WATER LOSS DUE TO WATER RUN-OFF.
- THE IRRIGATION SYSTEM INSPECTION SHALL
VERIFY THE USE OF HIGH QUALITY,
AUTOMATIC CONTROL VALVES, CONTROLLERS,
AND OTHER NECESSARY IRRIGATION
EQUIPMENT. ANY EQUIPMENT FOUND TO NOT
BE CONSIDERED OPERATING AT A OPTIMAL
PERFORMANCE SHALL BE REPLACED WITH
THE PROPER, HIGH QUALITY EQUIPMENT THAT
CONFORMS WITH THE EXISTING SYSTEM.
- ALL DRIP SYSTEMS SHALL BE ADEQUATELY
FILTERED AND REGULATED PER THE
MANUFACTURER'S RECOMMENDED DESIGN
PARAMETERS.
- ALL IRRIGATION IMPROVEMENTS SHALL
FOLLOW THE GUIDELINES SET FORTH BY THE
CITY OF PITTSBURG AND COUNTY OF CONTRA
COSTA AND THE CALIFORNIA STATE MODEL
WATER EFFICIENT LANDSCAPE ORDINANCE
AB-1881.



PROJECT SITE



VICINITY MAP
NTS

PROJECT INFORMATION:

OWNER/ DEVELOPER
AMERICA'S TIRE COMPANY
20225 N. SCOTTSDALE ROAD
SCOTTSDALE, AZ 85255
CONTACT: DON THRAILKILL
(480) 606-5781

ARCHITECT
THE PLUMP GROUP
914 E. KATELLA AVENUE
ANAHEIM, CA 92805
CONTACT: NOEL ANASCO
(714) 385-1835

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
CONTACT: MARVIN MARSHALL, PE
(916) 858-5800

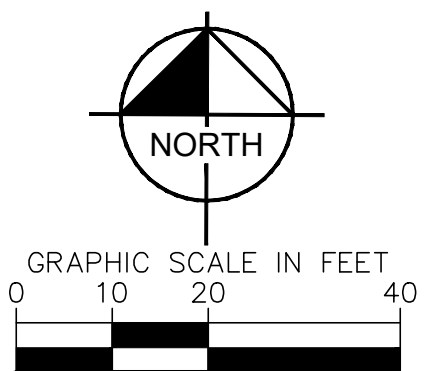
LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
401 B ST, SUITE 600
SAN DIEGO, CA 92101
CONTACT: MICHAEL MADSEN, PLA
(619) 234-9411

LANDSCAPE NOTES:

- THE SELECTION OF PLANT MATERIAL IS BASED ON CLIMATIC, AESTHETIC, AND
MAINTENANCE CONSIDERATIONS.
- GROUNDCOVERS OR WOOD BARK MULCH SHALL FILL IN BETWEEN SHRUBS TO
SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF.
- ALL EXISTING SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH WITH WOOD CHIP
BARK MULCH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE
WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL
FORMS.
- ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE
CITY OF PITTSBURG AND COUNTY OF CONTRA COSTA.
- ALL REQUIRED VEGETATION SHALL BE MAINTAINED FREE OF PHYSICAL DAMAGE OR
INJURY FROM LACK OF WATER, EXCESS CHEMICAL FERTILIZER OR OTHER TOXIC
CHEMICAL, BLIGHT OR DISEASE. ANY VEGETATION WHICH SHOWS SIGNS OF SUCH
DAMAGE OR INJURY AT ANY TIME SHALL BE REPLACED BY THE SAME, SIMILAR, OR
SUBSTITUTE VEGETATION OF A SIZE, FORM, AND CHARACTER WHICH WILL BE
COMPARABLE AT FULL GROWTH.
- ALL TREES PROPOSED TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE
DURING SITE IMPROVEMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR
PROTECTION AND ANY DAMAGE DONE TO EXISTING LANDSCAPE SLATED TO REMAIN,
AND SHALL BE REPLACED KIND.
- SITE IMPROVEMENTS INCLUDE SELECTIVE PRUNING AND CLEANING THE EXISTING SITE
OF ANY DEBRIS AND UNWANTED WEEDS. REFER TO PLAN FOR AFFECTED AREAS OF
PRUNING.

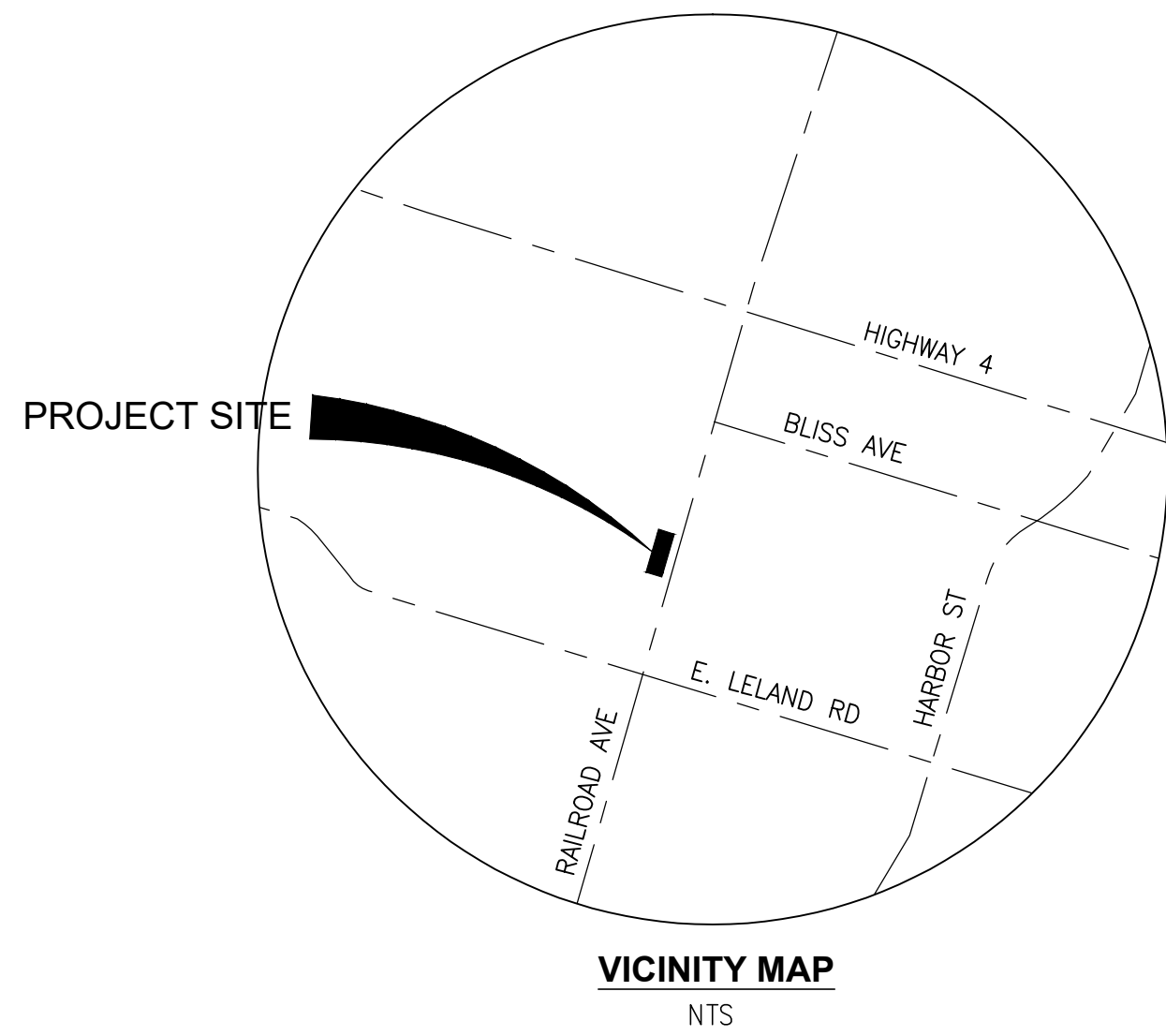
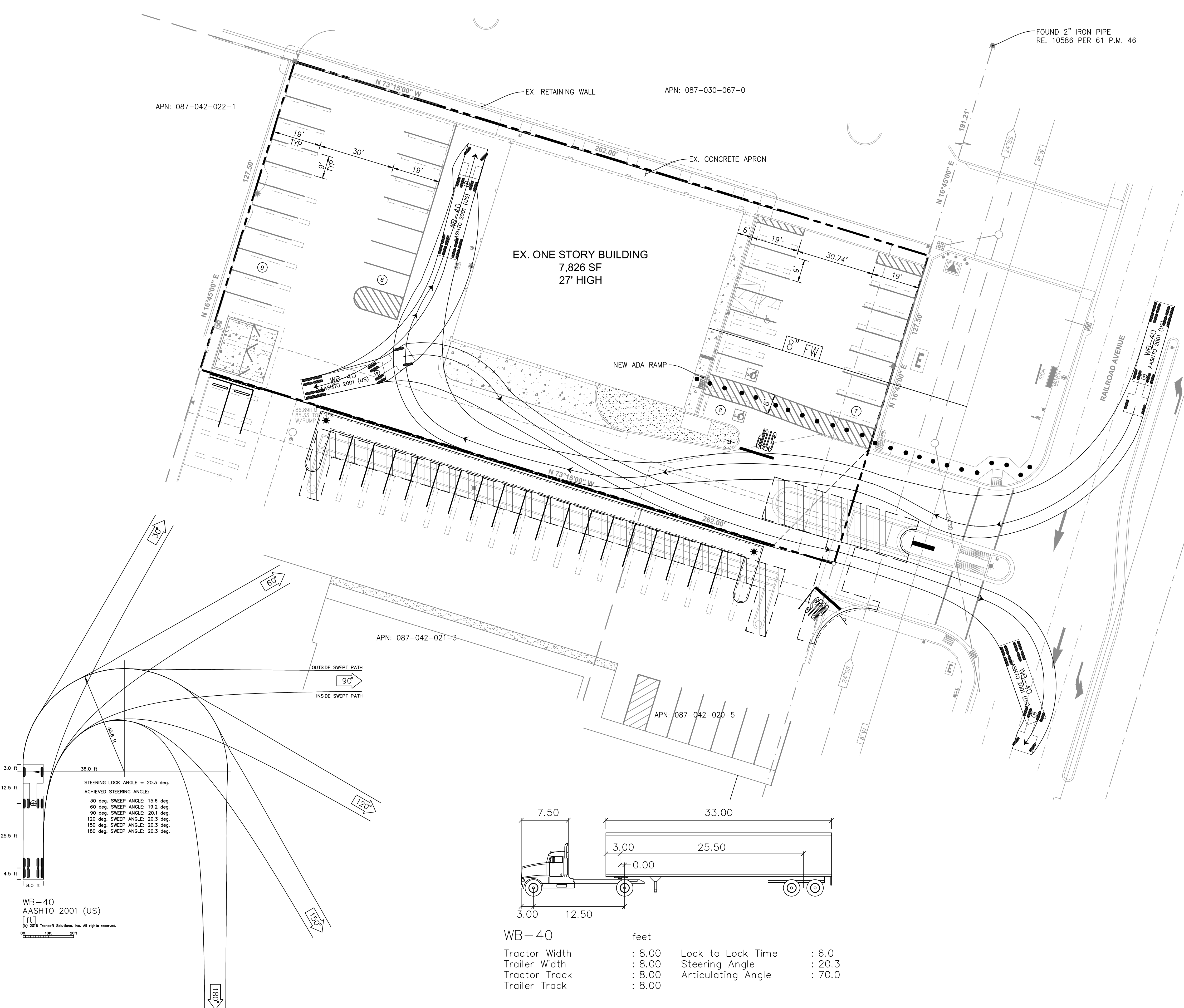
PRELIMINARY LANDSCAPE PLAN SEPTEMBER 2018

2220 RAILROAD AVE
PITTSBURG, CA



Kimley»Horn

KHA NO. 097587009



PROJECT INFORMATION:

OWNER/ DEVELOPER
AMERICA'S TIRE COMPANY
20225 N. SCOTTSDALE ROAD
SCOTTSDALE, AZ 85255
CONTACT: DON THRAILKILL
(480) 606-5781

ARCHITECT
THE PLUMP GROUP
914 E. KATELLA AVENUE
ANAHEIM, CA 92805
CONTACT: NOEL ANASCO
(714) 385-1835

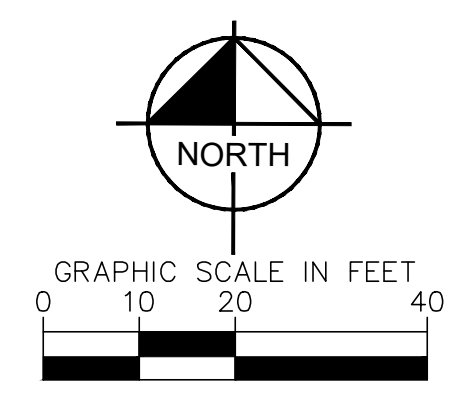
ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
CONTACT: MARVIN MARSHALL, PE
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KIMLEY-HORN AND ASSOCIATES, INC.
401 B ST, SUITE 600
SAN DIEGO, CA 92101
CONTACT: MICHAEL MADSEN, PLA
(619) 234-9411

- LEGEND:**
- SAWCUT AND REMOVE EXISTING IMPROVEMENT
 - NEW PCC PAVEMENT
 - REVITALIZED LANDSCAPING
 - ACCESSIBLE PATH OF TRAVEL
 - PARKING STALL
 - ELECTRICAL BOX
 - ELECTRICAL TRANSFORMER
 - EX. PARKING LOT LIGHT
 - EX. STORM DRAIN INLET
 - EX. SIGN
 - EX. EX. GAS METER

**WB-40 TRUCK
TEMPLATE**
MAY 2018

2220 RAILROAD AVE
PITTSBURG, CA



Kimley»Horn
KHA NO. 097587009

AMERICA'S TIRE

CAN 11261
2220 RAILROAD AVE. - PITTSBURG, CA 94565



10101 Reunion Place
Suite 500
San Antonio, TX 78216
P 210. 886. 0644
waltonsignage.com

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Client: AMERICAS TIRE - CAN 11261
Address: 2220 RAILROAD AVE.
City/State: PITTSBURG, CA 94565
Sales: GW Designer: JD
Date: 06.09.17 PM TG

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Revision:
R1) 6/07/18 Replace pylon with multi-tenant monument sign - JD

H:\Discount Tire\Locations\CA\CA Pittsburg CAN 11261\156805 Bldg Signage\DESIGNS

Signs will be manufactured with 120 or 277 Volts A/C. All Primary electrical service to the sign, and final connection thereof, is the responsibility of the buyer. All work is to be done in accordance with the purchase agreement attached hereto. In case of variance between the specifications of the purchase agreement and this drawing, the drawing shall prevail.

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

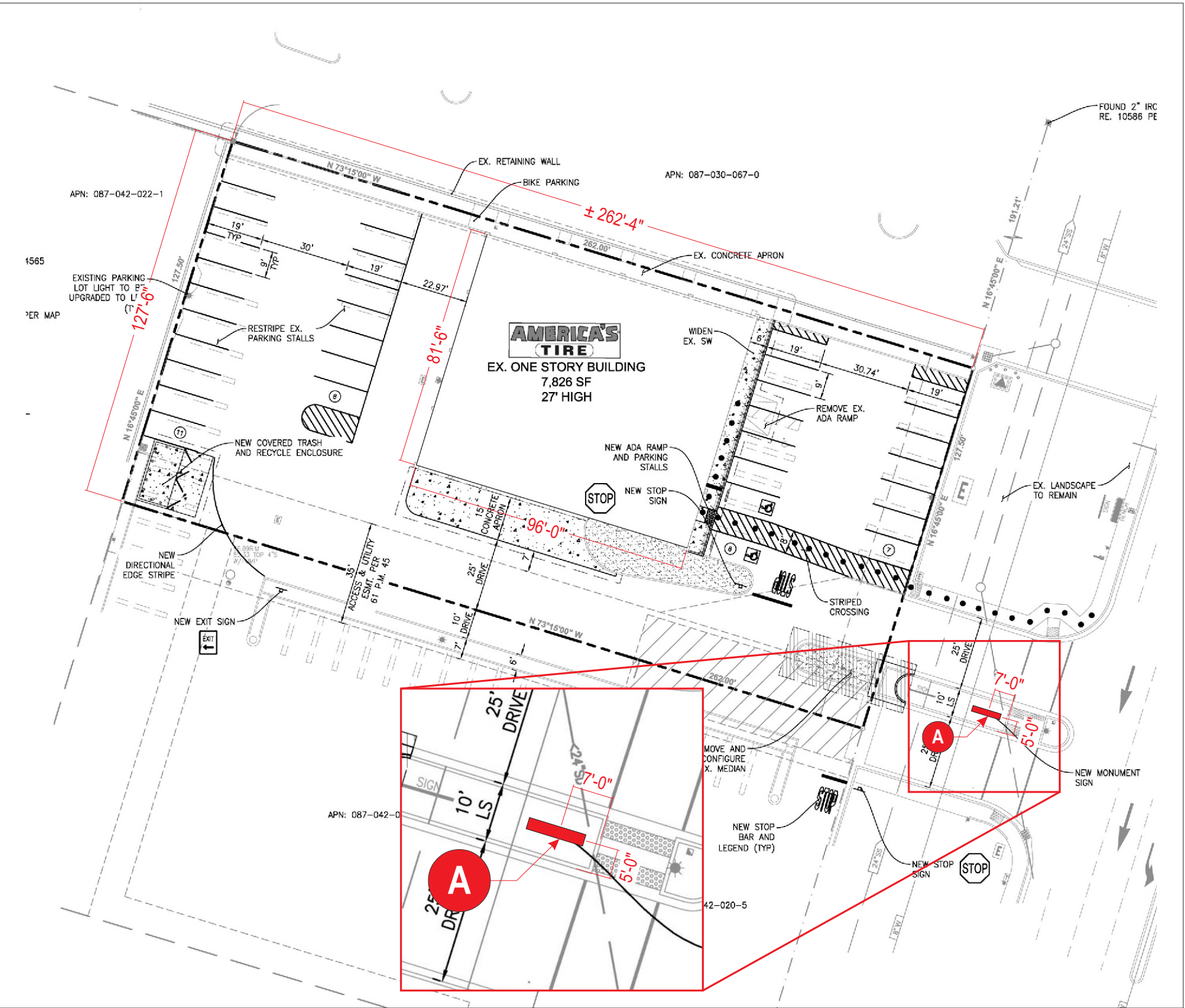
PAGE SIZE: 11" x 17"

Approvals:

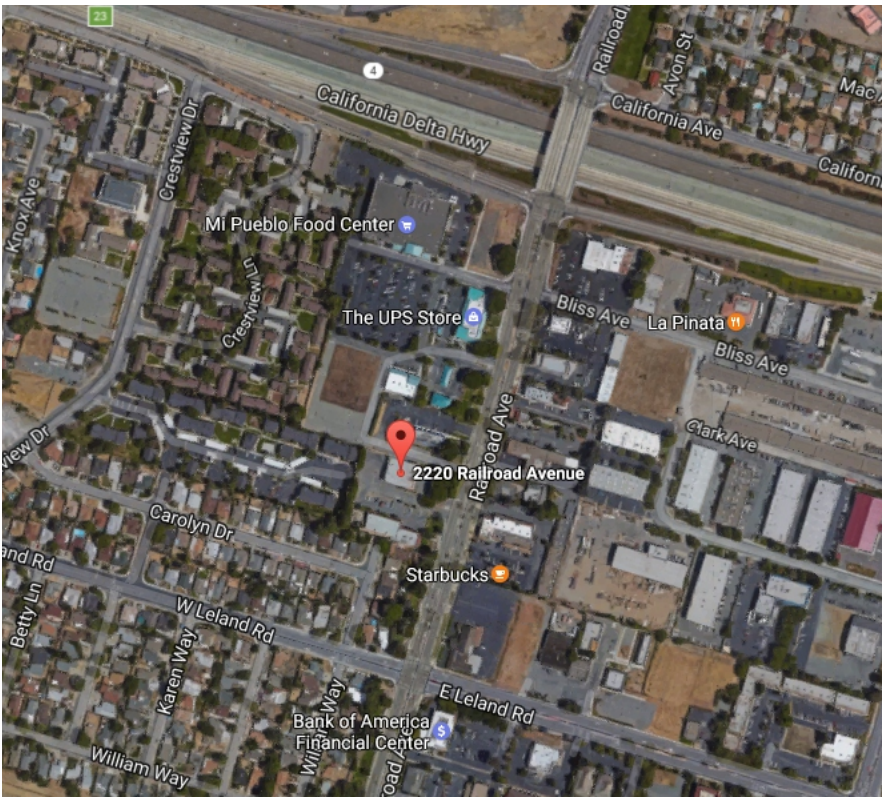
Sales:	Date:
P.M.:	Date:
Design:	Date:
Client:	Date:

CID156805-GND

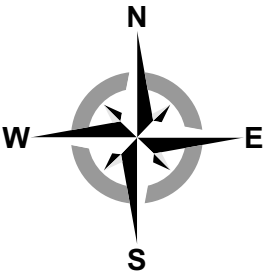
Sheet: 1 of 4

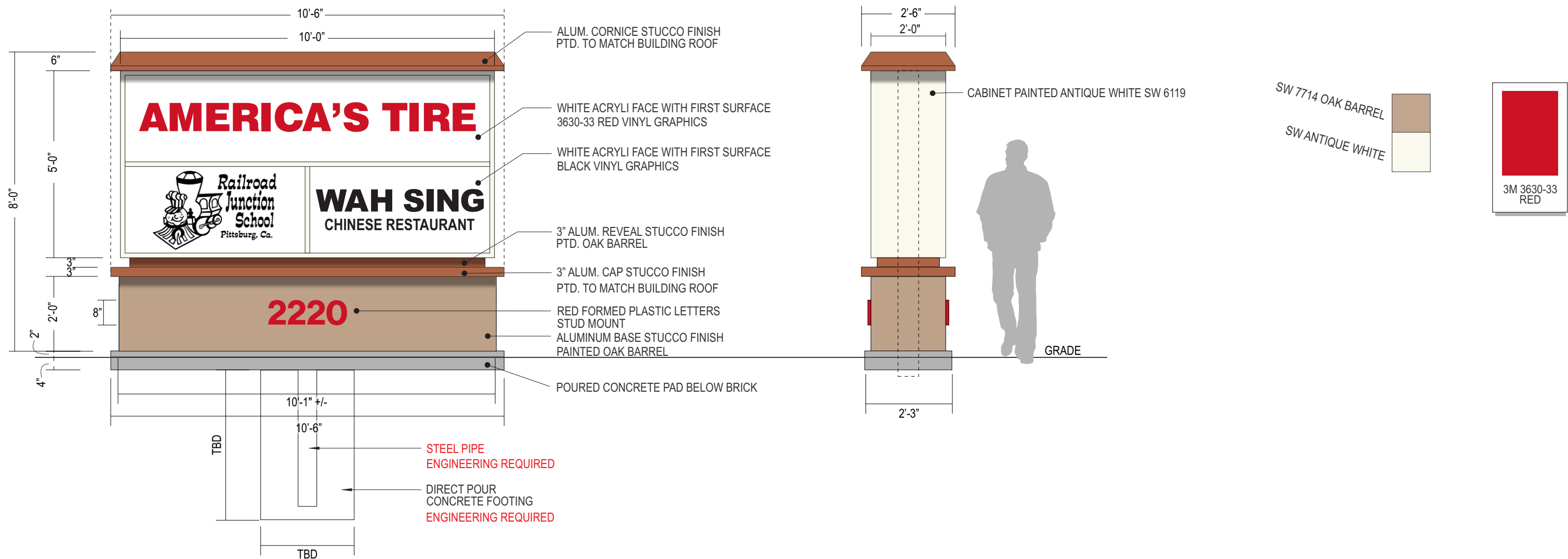


SITE PLAN
SCALE 1" = 40'-0"



AERIAL VIEW
NTS





5' X 10' X 8' - RPT - CMU - AT

D/F MONUMENT SIGN - 50 SQ. FT. (Face of Sign)

Scale: 3/8" = 1'-0"

- MANUFACTURE AND INSTALL ONE (1) NEW D/F ILLUMINATED MONUMENT SIGN

SURVEY NOTE:
VERIFICATION REQUIRED PRIOR TO
MANUFACTURING.

Approvals:

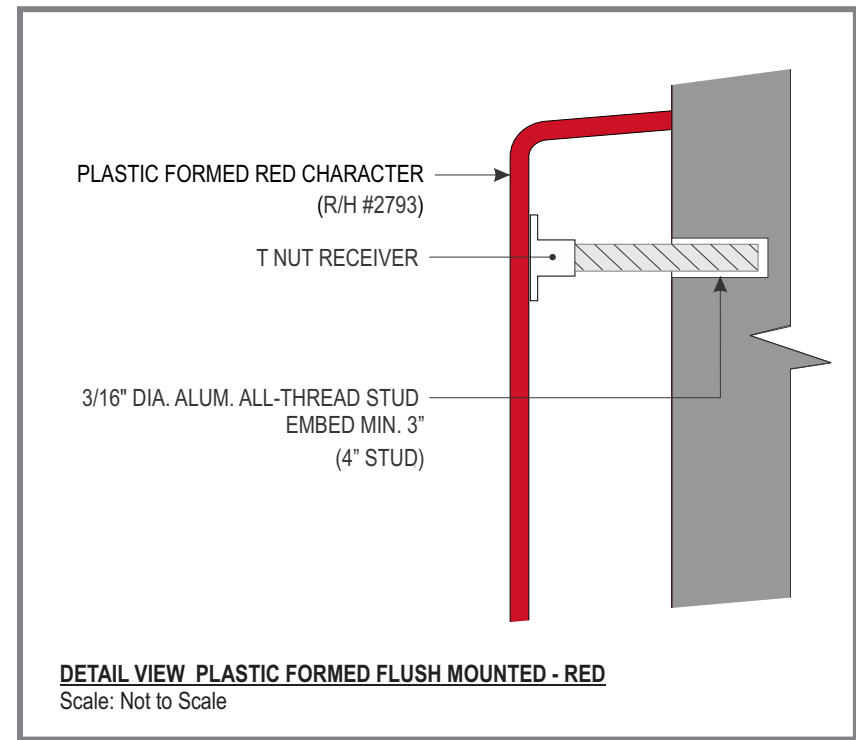
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P.M.:	Date:
Design:	Date:
Client:	Date:

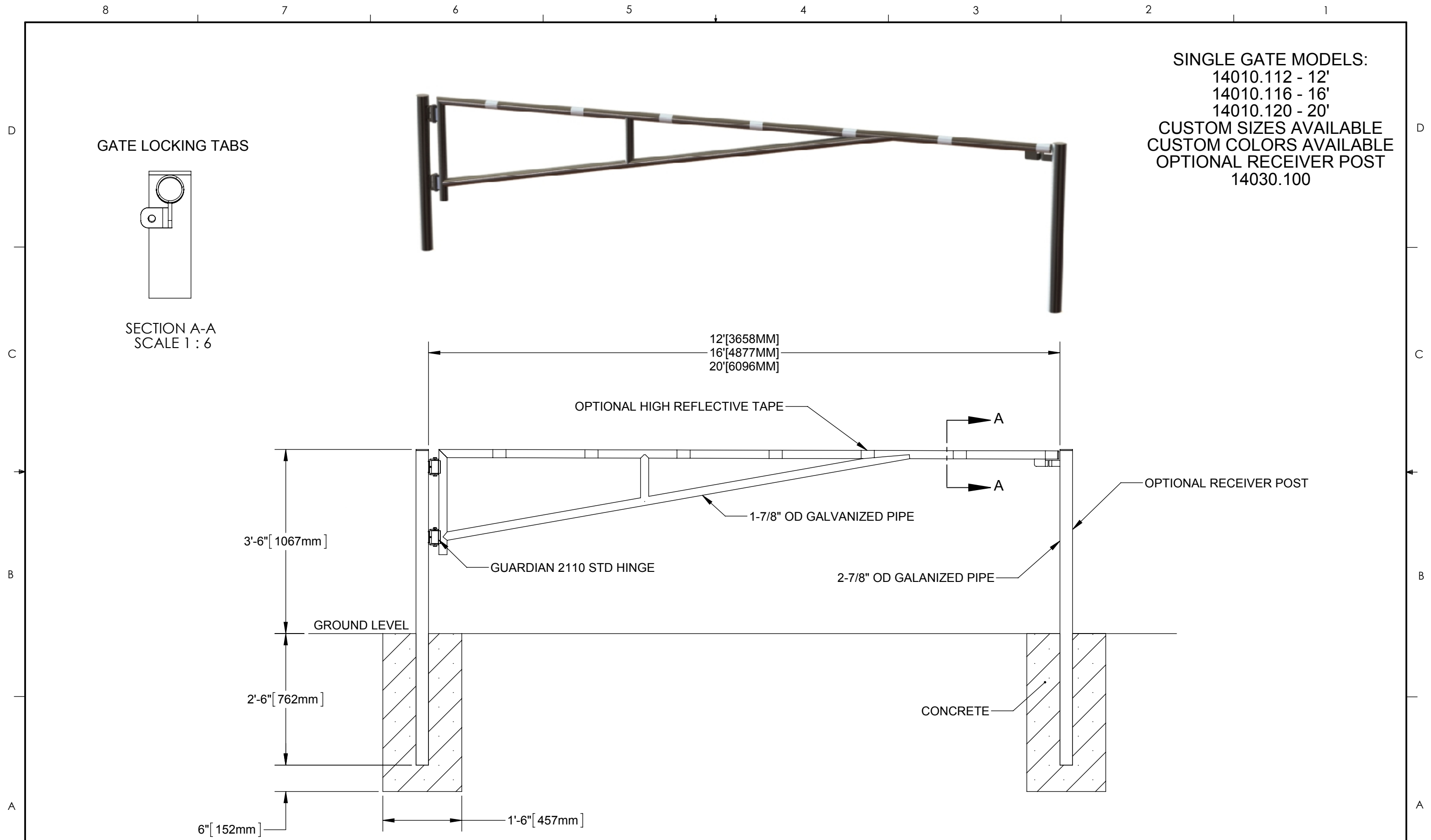
CID156805-GND

8" 2220

A1 PLASTIC FORMED NUMBERS FOR MONUMENT - FLUSH MOUNT
Scale: 1 1/2" = 1' -0"

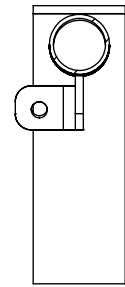
- PROVIDE AND INSTALL TWO (2) SETS OF PLASTIC FORMED ADDRESS NUMBERS
- RED R/H #2793
- HELVETICA FONT
- STUD MOUNTED FLUSH ON BASE OF D/F MONUMENT





SINGLE GATE MODELS:
14010.112 - 12'
14010.116 - 16'
14010.120 - 20'
CUSTOM SIZES AVAILABLE
CUSTOM COLORS AVAILABLE
OPTIONAL RECEIVER POST
14030.100

GATE LOCKING TABS



SECTION A-A
SCALE 1 : 6

OPTIONAL HIGH REFLECTIVE TAPE

A

A

OPTIONAL RECEIVER POST

1-7/8" OD GALVANIZED PIPE

GUARDIAN 2110 STD HINGE

2-7/8" OD GALANIZED PIPE

GROUND LEVEL

CONCRETE



4261 S. Country Club Rd., Tucson, AZ 85714-2009
Phone 1.520.881.3380 1.800.866.9115 (Toll Free)
E-mail:sales@guardiantraffic.com
http://www.guardiantraffic.com

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UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL: 1/8"
ANGULAR: MACH ± 1° BEND ± R1/6"
TWO PLACE DECIMAL ±.01
THREE PLACE DECIMAL ±.005

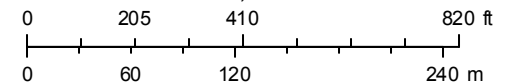
MATERIAL:			SIZE	PART NUMBER		REV	DESCRIPTION
N/A			B	14010		-	
DO NOT SCALE DRAWING	NAME	DATE		WEIGHT: N/A	SHEET 1		
DRAWN	RLS	01/10/14	SCALE: 1:20				SENTINEL MANUAL SINGLE SWING BARRIER GATE

Surrounding Land Uses



10/31/2018, 8:05:02 AM

1:4,368



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Existing Conditions



Figure 1: Front (East) façade of main project site at 2220 Railroad.



Figure 2: Landscape parking median to be removed.



Figure 3: Existing sign to be replaced.



Figure 4: Existing drive aisle to be repaired.

Trees to be Removed



Attachment 4: RASP Applicable Goals and Policies

Goal/Policy	Analysis
Land Use	
Goal 3-G-1: Maximize the benefit of the proposed eBART Station and other transit options and increase ridership by creating a high density, mixed-use community around the potential station site and by integrating the area with the surrounding neighborhoods.	Not applicable. The project proposes to occupy an existing building. As such, the project would not include additional density or a mix of uses, but would continue to serve the surrounding neighborhoods.
Goal 3-G-2: Preserve the character of existing residential neighborhoods and enhance their connections to each other and the transit hub area.	Consistent. The proposed project would not affect the character of any existing residential neighborhoods and would help protect them against loitering and/or crime by filling a long-standing vacant building, consistent with CPTED guidance. The project would also encourage pedestrian movement by creating a more welcoming environment along Railroad Avenue by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.
Goal 3-G-3: Preserve industrial uses and jobs by allowing similar and compatible uses in the designated light industrial areas within the Transit Village, Industrial/Mixed Use Center and Los Medanos Industrial Center sub-areas.	Not applicable. The proposed project is not located in a designated light industrial area, nor would it displace an existing industrial use.
Policy 3-P-1: Create a vibrant, mixed use, transit-oriented development district nearest the proposed eBART Station.	Consistent. As the proposed project include the occupation of an existing building with only minor façade improvements, it is not subject to the development standards intended to increase density in the area or establish mixed-use development. However, the occupation of the existing building at 2220 Railroad would encourage pedestrian movement by creating a more welcoming environment along Railroad Avenue by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.
Policy 3-P-2: Foster an engaging and active street environment.	
Policy 3-P-3: Provide additional housing opportunities, including multifamily and affordable housing, within one-half mile of the proposed eBART Station.	Not applicable. The project proposes to occupy an existing building and does not propose any residential development.

Attachment 4: RASP Applicable Goals and Policies

Policy 3-P-4: Provide services and amenities that meet the needs of transit riders, local residents, employees, students and visitors such as childcare, education and job skills services, community centers, healthcare services, and neighborhood serving retail in close proximity to the eBART Station.	Consistent. The proposed project would provide a service that would help meet the needs of local residents, as well as employment opportunities.
Policy 3-P-5: Provide land uses that accommodate both City-wide and locally-oriented retail opportunities for different consumers to patronize within the Specific Plan Area.	Consistent. While much of the RASP is intended to foster residential and employment growth in the area, along with support commercial uses, the proposed use would attract more patrons to the area and provide additional support for retail businesses in the RASP area.
Policy 3-P-6: Designate land as public space to provide opportunities for gathering, social interaction, and recreation.	Not applicable. The adopted RASP designates certain areas as public space for gathering, social interaction and recreation; the proposed project site is not designated for this type of use.
Policy 3-P-7: Create an integrated network of open spaces and trails that connect different neighborhoods and sub-areas to each other and to transit facilities.	
Policy 3-P-8: Incorporate visual and physical connections between City Park and the public uses on the southern portion of the Civic Center block through the inclusion of view corridors, public pathways and greenways in the residential development at the northern part of the Civic Center block.	Not applicable. The proposed project site is not within or adjacent to City Park or the Civic Center area.
Policy 3-P-9: Retain and expand a variety of employment opportunities in the Specific Plan Area by providing a range of land uses in close proximity to the eBART station.	Consistent. The proposed project would employ 10 persons, who may commute to and from these jobs via BART.
Policy 3-P-10: Allow residential uses above ground floor commercial uses in all commercial land use designations subject to the design review approval by the Planning Commission.	Not applicable. The proposed project does not propose any residential uses.
Policy 3-P-11: Allow density increases up to 25% for all properties within one-quarter mile of the eBART Station subject to design review by the Planning Commission.	

Attachment 4: RASP Applicable Goals and Policies

Policy 3-P-12: Allow minor deviations from the designated land uses provided that the intent of the predominant land use designation is maintained. Where uncertainty exists regarding the interpretation of a provision of this document to a specific site, the Zoning Administrator shall determine the intent of the provision.	Consistent. The proposed project is consistent with the adopted land use regulations of the RASP. The Zoning Administrator has determined that reuse of the existing building and minor modifications do not trigger certain development standards intended for new buildings.
Policy 3-P-13: A mini-plaza and public promenade shall be constructed at the northwestern corner of the Civic Center block at the intersection of Civic Drive and Davi Avenue, to allow for visual and physical access to City Hall and the approximately two and one-half acre open park located north of City Hall. There shall be at least one additional visual and physical connection through any future residential development along the northern part of the Civic Center block to the park.	Not applicable. The proposed project is not located within the Civic Center area.
Policy 3-P-14: The approximately two and one-half acre park located north of City Hall shall be improved with new tables and benches, a tot lot, interactive water feature, public art, and shade areas, in addition to other amenities, for the benefit of the public.	Not applicable. The proposed project is not located within the identified area north of City Hall.
Design and Development	
Goal 4-G-1: Provide a safe and inviting pedestrian environment to draw people to and from the eBART Station.	Consistent. The occupation of the existing building at 2220 Railroad would encourage pedestrian movement by creating a more welcoming environment along Railroad Avenue by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.
Goal 4-G-2: Celebrate the station area as a major gateway to the City.	Not applicable. This goal is an area-wide goal of the RASP, and not specific to a single location or development.
Goal 4-G-3: Promote high quality development that is socially and environmentally sustainable.	Consistent. The proposed project would reuse an existing building, reducing the amount of waste generated, while also enhancing the aesthetic of the area, and promoting walkability by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.

Attachment 4: RASP Applicable Goals and Policies

Policy 4-P-1: Require high quality, pedestrian-friendly design and a high level of transparency along street fronts and pathways to activate the street environment, promote social interaction and support crime prevention.	Consistent. The proposed project would reuse an existing building with large front windows that provide visibility into and out of the building and promoting walkability and an active street environment by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.
Policy 4-P-2: Incorporate public pathways and greenways throughout private development located within the Civic Center and Transit Village sub-areas to facilitate pedestrian and bicycle movement throughout the Specific Plan Area.	Not applicable. The proposed project includes reuse of an existing building but is not considered new development. However, the proposed project is adjacent to City right-of-way that is slated for development of a pedestrian/bicycle pathway along Railroad Avenue, and would promoting walkability by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.
Policy 4-P-3: Provide high quality wayfinding signage throughout the Specific Plan Area.	Not applicable. The proposed use and location of the project do not necessitate additional wayfinding signage.
Policy 4-P-4: Develop incentives to support environmentally sustainable practices in site and building design such as improved insulation, operable windows, energy efficient lighting and appliances, solar access, natural ventilation, and permeable paving materials.	Not applicable. The proposed project would utilize an existing structure.
Policy 4-P-5: Allow reductions in on-site parking requirements at the discretion of the Planning Commission or City Council as part of project approval for affordable and senior housing developments located within the Transit Village, Civic Center and High School Village subareas.	Consistent. The proposed project would reduce the total number of parking spaces on site, reducing an existing nonconforming feature of the project site.

Attachment 4: RASP Applicable Goals and Policies

Policy 4-P-6: All residential development located within 500 feet of State Route 4 shall incorporate site and building specific measures including but not limited to triple paned windows and internal ventilation systems to reduce the exposure of residents to noise and air quality impacts from vehicle emissions (Mitigation Measure AQ 4.1).	
Policy 4-P-7: Require all new development located near a roadway that produces noise levels greater than 65 dbA to have an acoustical analysis prepared by a qualified acoustical engineer to ensure all feasible site planning and architectural design measures are incorporated to reduce interior noise levels to a maximum of 45 dbA (Mitigation Measure NO-3.1).	Not applicable. The proposed project does not include any residential development.
Community Resource	
Goal SP5-G-1: Provide a range of parks, open spaces and public facilities in the Specific Plan Area to meet the diverse needs of residents, employees, students and visitors.	Not applicable. This goal is an area-wide goal of the RASP, and not specific to a single location or development.
Goal SP5-G-2: Design and install facilities specifically oriented towards meeting the needs of area youth.	
Goal SP5-G-3: Provide direct access and convenient bus service to the Transit Village.	
Goal SP5-G-4: Ensure that natural resources are identified and enhanced by the new development to provide for additional community amenities within the Specific Plan Area.	Not applicable. There are no identified natural resources within the project site.
Policy SP5-P-1.1: Integrate high quality public facilities – such as public meeting places, a teen center and an upgraded library – into the area that support the needs of visitors, workers, students and residents.	Not applicable. The adopted RASP designates certain areas as public space for gathering, social interaction and recreation; the proposed project site is not designated for this type of use.

Attachment 4: RASP Applicable Goals and Policies

Policy SP5-P-1.2: Require new development to provide land or funding to help create a strong network of parks, plazas and pathways.	Not applicable. The proposed project does not propose any new development, but rather the occupancy of an existing building, with minor building enhancements, a new trash structure and freestanding sign, and parking lot improvements.
Policy SP5-P-1.3: Encourage the development of day care and child care centers as part of new development.	Consistent. The proposed commercial area to be renovated currently includes a day care/child care center.
Policy SP5-P-3.1(a): Create a dedicated bus-only street and lanes with access in both directions in the Transit Village sub-area.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy SP5-P-3.1(b): Install street furniture that improves the transit rider's experience, including bus shelters, seats, and informational signage.	Consistent. The proposed project is adjacent to a wide right-of-way area along railroad Avenue, where street furniture currently exists. The project site is not adjacent to any bus stops.
Policy SP5-P-3.2: Provide uniform pedestrian-scale lighting along all streets in the Transit Village and Civic Center sub-areas.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy SP5-P-4.1: All residential development located within 100 feet of Highway 4 shall incorporate site and building specific measures such as triple paned windows and internal ventilation systems to reduce exposure of residents to toxic air quality impacts.	Not applicable. The proposed project does not include any residential development.
Transportation and Circulation	
Goal 6-G-1: Make the Specific Plan Area a walkable center at the crossroads of the Pittsburg community.	Consistent. The occupation of the existing building at 2220 Railroad would encourage pedestrian movement by creating a more welcoming environment along Railroad Avenue by eliminating a "gap" in the corridor due to the vacant building and helping to alleviate loitering.
Goal 6-G-2: Reduce vehicle miles traveled by strengthening multi-modal connections in and around the Specific Plan Area.	
Goal 6-G-3: Improve all transit connections from the Specific Plan Area outward to the City, the Pittsburg/Bay Point BART station and the region.	

Attachment 4: RASP Applicable Goals and Policies

Policy 6-P-1: Encourage walking, bicycling and other non-motorized modes of transportation by providing clearly defined, generous, safe and enjoyable routes for pedestrians and cyclists.	Consistent. The occupation of the existing building at 2220 Railroad would encourage pedestrian movement by creating a more welcoming environment along Railroad Avenue by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering.
Policy 6-P-2: Create a program of wayfinding signage for common destinations throughout the City and Specific Plan Area.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy 6-P-3: Provide wide sidewalks (a minimum of six-feet wide in residential areas and ten feet in commercial areas) to enhance the pedestrian experience.	Not applicable. The proposed project is not adjacent to any sidewalk.
Policy 6-P-4: Discourage local automobile traffic from performing short trips.	Consistent. The proposed project would add a service use near existing and future commercial opportunities, allowing patrons to “trip-chain,” and patronize commercial and restaurant uses, as well as BART, while their car is being serviced.
Policy 6-P-5: Minimize the perception of walking distances between key destinations by mixing uses and providing streetscape amenities.	Consistent. The proposed project would add a service use near existing and future commercial opportunities and is adjacent to a wide right-of-way with existing street furniture and planned improvements.
Policy 6-P-6: Create dedicated mid-block greenway connections throughout the Transit Village and into the Civic Center sub-areas.	Consistent. A mid-block connection from the sidewalk along Railroad Avenue to the project site exists.
Policy 6-P-7: Design the public realm and rights-of-way for universal design and Americans with Disabilities Act (ADA) compliance to meet or exceed guidelines set by the Division of the State Architect.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.

Attachment 4: RASP Applicable Goals and Policies

Policy 6-P-8: Include accessible design improvements, such as appropriately placed curb cuts, audible pedestrian-crossing signals, maximum pathway grades, generous walkway width and areas for rest.	Consistent/Conditionally consistent. The existing right-of-way along Railroad Avenue includes street furniture for pedestrians. Additionally, the occupation of the existing building at 2220 Railroad would encourage pedestrian movement by creating a more welcoming environment along Railroad Avenue by eliminating a “gap” in the corridor due to the vacant building and helping to alleviate loitering. A condition of approval would require the development on private property to conform with state and city-mandated ADA improvements.
Policy 6-P-9: Incorporate traffic calming techniques such as wide sidewalks, narrow streets, bulb outs, on-street parking, and other strategies throughout the Transit Village, Civic Center and High School Village sub-areas.	Not applicable. The proposed project does not include or warrant any modifications to the existing right-of-way.
Policy 6-P-10: Enforce truck routes along Railroad Avenue, Leland Road and Harbor Street.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development. The City, and Police Department in particular, will continue to enforce traffic laws, including use of truck routes.
Policy 6-P-11: Provide multiple public parking structures in strategic locations that may be shared by commercial and residential uses as well as eBART transit riders.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy 6-P-12: Allow shared parking in all BART parking lots and parking spaces after 6 p.m. on weekdays and on weekends.	
Policy 6-P-13: When traffic and parking demand volumes increase within the Specific Plan Area, implement Transportation Demand Management (TDM) strategies including unbundling parking from residential development, lowering minimum parking requirements, and instituting parking pricing strategies to ensure that at least one parking space is always available and to discourage single occupancy vehicle travel to and from the Specific Plan Area.	

Attachment 4: RASP Applicable Goals and Policies

Policy 6-P-14: Discourage vehicular access to parking garages from Bliss Avenue. Locate entrances to garages on side streets or from alley ways (see Figure 4.6, Conceptual Circulation and Parking).	Not applicable. The proposed project is not adjacent to Bliss Avenue.
Policy 6-P-15: Encourage conversion of surface parking lots to structured parking facilities that can be funded through the formation of a Community Facilities District, Assessment District and/or in lieu fees and revenues generated from public parking facilities.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy 6-P-16: Create an “easy-to-use” public transit system that is well-delineated with identifying and orienting signage, high quality shelters, benches, lighting and real-time LED signs showing bus arrival times.	
Policy 6-P-17: Include efficient links between Tri-Delta buses, shuttles, public parking areas and the potential eBART Station. Work with transit providers to ensure matching service spans between buses, shuttles and eBART trains.	
Policy 6-P-18: Use shuttles and local bus transit to strengthen connections between the Specific Plan Area, Old Town Pittsburg, Los Medanos College and other key destinations in the City.	
Policy 6-P-19: Achieve a minimum of 10 to 15 minute headways between BART and bus connections during peak hours.	
Policy 6-P-20: Develop a bus-only access street in the Transit Village as shown in Figure 6.12, Planned Public Transit Improvements.	
Policy 6-P-21: When traffic and parking demand volumes increase as the Specific Plan Area develops, consider amending the General Plan to define the intersections located within the Specific Plan Area as Transit Oriented Development and subject to specific multi-modal as well as vehicular LOS standards.	

Attachment 4: RASP Applicable Goals and Policies

Policy 6-P-22: When conducting a comprehensive update of the City's General Plan, ensure that the bicycle facilities proposed within the Specific Plan area are extended to bicycle facilities outside of the half-mile radius from the eBART Station to ensure safe, connected, direct bicycle facilities to and from the Station area.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy 6-P-23: Convert the Harbor Street/Garcia Avenue intersection from a two-way controlled stop to a signalized intersection that is funded through the formation of an assessment or benefit district or some other strategy to ensure a fair share contribution to the improvement (Mitigation Measure RT-2.1 and TR-4.1).	
Utilities and Infrastructure	
Goal 7-G-1: Ensure efficient, effective and equitable provision of high-quality utilities and infrastructure throughout the Specific Plan Area.	Not applicable. This goal is an area-wide goal of the RASP, and not specific to a single location or development.
Goal 7-G-2: Encourage new development within the Specific Plan Area to incorporate energy efficient and sustainable building principles.	Not applicable. The proposed project includes the reuse of an existing building with only minor façade enhancements.
Policy 7-P-1: Ensure that adequate infrastructure (water, wastewater, energy and communication services) is provided throughout the Specific Plan Area to support development and attract private investment.	Consistent. Adequate infrastructure exists to serve the proposed use.
Policy 7-P-2: Promote building design that improves energy efficiency by incorporating natural cooling and passive solar heating where possible. This may include extended eaves, window overhangs, awnings and tree placement for natural cooling and building and window orientation to take advantage of passive solar heating.	Not applicable. The proposed project does not propose any new development, but rather the occupancy of an existing building, with minor building enhancements, a new trash structure and freestanding sign, and parking lot improvements.
Policy 7-P-3: Where possible, integrate solar generating structures with varied functions into the urban fabric including, but not limited to, bus shelters, parking lots, street lights and other public infrastructure.	

Attachment 4: RASP Applicable Goals and Policies

Policy 7-P-4: Provide funding for infrastructure through permit fees as well as federal and state grants and the formation of Community Facilities Districts and other public/private funding mechanisms.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy 7-P-5: Encourage developers to utilize low-impact development (LID). LID addresses stormwater treatment through small, cost-effective landscape features located at the site level. These landscape features, known as Integrated Management Practices (IMPs), are the building blocks of LID. IMPs include planter strips, rooftop gardens, planter boxes, and pervious concrete pavers.	Conditionally consistent. Proposed conditions of approval would require the developer incorporate, wherever feasible, long-term best management practices (BMPs) for the reduction or elimination of storm water pollutants.
Policy 7-P-6: Encourage developments on adjacent and/or contiguous lots within the Specific Plan Area, and particularly within the Transit Village and Civic Center sub-areas, to jointly meet Provision C3 requirements through shared swales and other integrated management practices.	
Policy 7-P-7: New projects shall incorporate water conservation measures including but not limited to low flow showers and toilets, low flow and gray water irrigation systems and the use of drought tolerant landscaping.	Consistent. The project proposes all new landscaping to be drought tolerant, with a drip irrigation system, and would be consistent with the State's Water Efficient Landscape Ordinance.
Policy 7-P-8: Ensure that all commercial and residential development includes trash enclosures that can accommodate receptacles for garbage, recycling and green and food waste collection when it is available from Pittsburg Disposal on a city-wide basis.	Consistent. The proposed project includes construction of a masonry trash enclosure with roof sized to handle garbage and recycling, consistent with Title 18. The enclosure would be finished and painted to match the main building which it serves.
Policy 7-P-9: Trash enclosures shall be constructed of masonry material with self-enclosing doors, a roof and a second access in accordance with Title 18 of the PMC. All enclosures shall be constructed of high-quality materials, and the design and color shall be coordinated with the proposed development. Where feasible, consider designing the main structure to house the trash/recycling enclosure rather than designing the trash enclosure as a separate, stand along building.	

Attachment 4: RASP Applicable Goals and Policies

Policy 7-P-10: Develop a comprehensive map showing all service corridor easements and routes to ensure the provision of public utilities to all new urban development and require utility corridor easements in development plans for projects within the Specific Plan.	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.
Policy 7-P-11: Ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Not applicable. The proposed project is not adjacent to any existing overhead powerlines.
Policy 7-P-12: Provide incentives to private developers to incorporate green building practices. Such incentives may include accelerated project review, rebates or low interest loans for green building improvements, or other programs designed by the City (Mitigation Measure CC-1.1).	Not applicable. The proposed project does not propose any new development, but rather the occupancy of an existing building, with minor building enhancements, a new trash structure and freestanding sign, and parking lot improvements.
Policy 7-P-13: Retrofit municipal water and wastewater systems within the Specific Plan area with energy efficient motors, pumps, and other equipment (Mitigation Measure CC-1.1).	Not applicable. This is an area-wide policy of the RASP, and not specific to a single location or development.

Attachment 5: Development Review Design Guidelines

Design Review Guideline	Meets Guideline?
<i>Commercial/Industrial</i>	
Parking areas should be screened from view from any public right-of-way (beaming or hedge-type plant material). Parking areas should be broken up (landscape islands, projections, etc.) to eliminate vast areas of parking especially along street frontages.	Yes. The parking area would be screened from view from the right-of-way along Railroad Avenue by the proposed structure.
Provisions should be made for permanent shopping cart corrals in retail shopping centers.	Not applicable. The proposed structure would not house a use which would utilize shopping carts.
Existing trees on site should be incorporated into the project side design, unless waived by the City Planner or Planning Commission.	Conditionally. The proposed project would likely require the removal of up to five protected trees; however, the applicant has applied for a protected tree removal permit, and a condition of approval would require the applicant plant replacement trees or pay in lieu fees, consistent with the Pittsburgh Municipal Code (PMC).
Developer should elect, at least, one of the schemes provided in Appendix #1 for screening all utility box transformers, backflow preventers, meters and junction boxes.	Not applicable. The proposed project would not require the installation of any new utility infrastructure on site.
Projects with many buildings (greater than three) should have a variety of building sizes and masses.	Not applicable. The proposed project sites include only three existing buildings, and no new buildings are proposed.
Continuous horizontal roof lines should be broken up whenever possible. An expanse should not exceed 50 (fifty) feet in length unless architecture or size dictate a greater expanse.	Not applicable. The proposed project would utilize an existing structure.
Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.	Yes. The proposed project would include the refinishing of the front façade with faux brick material, including the approximately 15.5-foot pillars on either side of the proposed entryways, creating a focal point around the building entries.

Attachment 5: Development Review Design Guidelines

Building elevations (example: rear of shopping centers) visible from public right-of-ways should be addressed in design review and treated appropriately.	Yes. In addition to the changes to the front façade, the remaining building sides would also be refinished with fresh paint in a two-tone, subdued color scheme to help visually break-up large expanses of blank walls and make maintenance easier.
A free-standing structure within an existing commercial or industrial center should be architecturally compatible with the center, including but not limited to materials, colors and architectural elements.	Yes. The proposed trash enclosure would be designed to coordinate with the surrounding buildings.
All roof mounted equipment should be screened completely from view from all public rights-of-way. A site-line study may be necessary to determine appropriate screening method.	Not applicable. The proposed project would not require the installation of any additional roof-mounted equipment.
All Structures, including, but not limited to, “tilt-up” type structures, should have structural reliefs and articulated entries (Encourage the creation of shadow lines).	Not applicable. The proposed project would utilize an existing structure.
Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	Yes. The proposed project would not require the installation of any new outdoor appurtenances, including downspouts. However, a condition of approval would require all existing appurtenances be finished to match the building exterior to which they are attached.
Downspouts should be designed into the façade of the building unless architecturally treated.	
Add murals, lattice or some other spaceframe type treatment to blank walls visible from public view.	Not applicable. The proposed project would utilize an existing building. The northern façade, which is slightly visible from Railroad Avenue, does not allow for additional treatments that would break up the large wall. The wall would be painted in a two-tone color scheme to break up the wall to the greatest extent possible.
Prototype or “theme” architecture is discouraged.	Yes. The proposed building design does not include what could be considered “theme” architecture.
New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	Yes. The proposed project is architecturally-compatible with existing structures in the area.

Attachment 5: Development Review Design Guidelines

The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation (i.e., no loading doors or large blank walls, absence of architectural features found on other elevations, and limited landscaping as typically found on interior property lines).	Yes. The proposed project would include the refinishing of the front façade with faux brick material, including the approximately 15.5-foot pillars on either side of the proposed entryways, creating a focal point around the building entries.
Trash enclosures should include area for collection of recyclables.	Yes. The proposed trash enclosure would be sized to also allow for a recycling bin.
Green Building Design Guideline	Meets Guideline?
<i>Section D: Commercial / Industrial</i>	
Roofs should be designed to integrate renewable energy generation systems and provide a cool urban environment.	Not applicable. The proposed use would occupy an existing building, and staff's review indicates the existing structure has a light-colored roof to help reduce the heat island effect.
Roofs should host a renewable energy generation system appropriate to its natural resources (i.e. solar photovoltaic cells where there is ample sunlight, and low-profile wind energy generation turbines where wind currents are adequate). Renewable energy systems should be installed unless they are demonstrated to be cost prohibitive after considering their energy saving benefits over their lifetime.	
Roofs should be covered with a cool roof underneath any energy generation structures, and either a green/living roof or cool roof for uncovered portions.	
Uncovered rooftop expanses greater than 200 square feet should be designed to be strong enough to support rooftop gardens and other passive recreational uses for employees.	Not applicable. Due to the proposed use of the building as purely commercial, this item has been deemed not applicable.
Urban heat island impacts may be minimized through the shading or paving material design choices. Recommended choices include renewable energy systems on carports, shade trees, underground parking, and open-grid pavement systems	Conditionally. The proposed project would likely require the removal of up to five protected trees; however, the applicant has applied for a protected tree removal permit, and a condition of approval would require the applicant plant replacement trees or pay in lieu fees, consistent with the Pittsburgh Municipal Code (PMC). These trees would provide more shade than the existing palm trees, reducing the heat island effect.

Attachment 5: Development Review Design Guidelines

Outdoor parking lots with more than 20 spaces and solar access over 75% of more of its surface area should install renewable energy systems on carport structures. The builder may arrange a power-purchase agreement where the energy system is funded and owned by a third party, as a way to alleviate initial cost burden.	Not applicable. The project proposes only to redesign the existing parking lot and does not propose any carports.
Hardscapes should be constructed with permeable surfaces (e.g. pervious concrete, porous asphalt, unit pavers, and granular materials). Permeable paving consisting of porous above-ground materials, a 6- inch porous sub-base, and a base layer that is designed to ensure proper drainage away from the building and neighboring properties. Alternatively, impermeable surfaces may be used if they direct all runoff toward an appropriate permanent infiltration feature (e.g. vegetated swale, on-site rain garden, or rainwater cistern).	Not applicable. The project proposes only to redesign the existing parking lot and does not propose any additional parking areas.
Within parking lots, electric vehicle charging units should be made available to employees and patrons with electric vehicles. The parking spaces with charging units should be clearly marked with signs designating them for assigned employees or electric vehicle use only.	Not applicable. The project proposes only to redesign the existing parking lot and does not propose any additional parking areas.
Fuel cell technology should be considered for application where (1) space or cost prohibits non-emitting on-site generation (such as solar, wind or geothermal), AND either (2) the heat resulting from fuel combustion is utilized for water or space heating, and/or (3) the fuel cells would be used primarily during peak utility hours.	
Reclaimed (purple pipeline) water should be used for as much non-potable water uses as feasible and practical. Landscaping water fixtures using reclaimed water should be purple, and purple and white signage should clearly mark areas that are irrigated with reclaimed water.	Not applicable. Recycled water is currently not available to serve the project site.

Attachment 5: Development Review Design Guidelines

Large commercial and institutional facilities that are anticipated to employ more than 50 employees, should consider providing on-site shops and services for those employees.	Not applicable. The proposed use would not employ 50 or more individuals.
Street side building faces should encourage walking. No more than 40% of a building's street side length, or 50 feet, whichever is less, should be blank walls without doors or windows. Functional entries to buildings should occur at an average of 75 feet or less along sidewalk facing walls. Additional design techniques contained in the Downtown Design Guidelines that encourage walking, should also be utilized where applicable.	Yes. Less than 40% of the existing building's street-side face is blank wall, with the vast majority being windows.
Secure bicycle parking facilities should be provided for at least 10% of expected peak hour trips. Bicycle parking structures should be complementary to the surrounding structures and may be partially obscured by vegetation or painted with a mural design that is consistent with surrounding aesthetics. Shade trees should be planted if the parking facility is located in an area not shaded by surrounding structures. They should be located in an accessible and visible space to discourage misuse.	Yes. The proposed project would include additional bicycle parking facilities.

Jordan Davis

From: Kyle Schoenthaler [REDACTED]
Sent: Wednesday, August 1, 2018 1:44 PM
To: Jordan Davis
Subject: Re: America's Tire Project No: AP-18-1329

To Whom it May Concern:

My name is Kyle Schoenthaler, I am the 3rd generation owner of The Tred Shed Tire Pros that has been doing business in Pittsburg since 1981. We currently employ 21 Full Time Employees and offer excellent pay and benefits packages to all of them. We are very active in the local community and have sponsored many events in Pittsburg over the years.

Pittsburg already has 2 large Locally Owned and Operated tire stores. The Big O tires here in town is also a locally owned small business that has been in Pittsburg for well over 20 years.

I wanted to go on record as saying that Pittsburg does not need a "Big Box" tire store. This town has been built off locally owned, small business. We are the life blood of the community and bringing an America's Tire into town would definitely hurt the local small business's. We can compete, without issue, on pricing; and we know we can far exceed the quality of service they provide. What we have a hard time competing with is the massive advertising budget of a giant Corporation like America's Tire.

In addition, the fact that Railroad Avenue is already a daily traffic nightmare for everyone, shows me that the last thing we need on that section of Railroad is a high volume shop that would only increase the massive amount of cars on Railroad, and also increase the tremendous congestion there.

I hope the Planning Commission will take in to consideration how bringing in a tenant like America's Tire can effect long established, locally owned and operated, community friendly business's.

Sincerely,

Kyle C Schoenthaler
President
Tred Shed Tire Pros
[REDACTED]

Jordan Davis

From: [REDACTED]
Sent: Friday, November 2, 2018 4:18 PM
To: Jordan Davis
Subject: America's Tire, AP-18-1329 (UP, AD, SE, TRP)

I feel that this is a mistake. While Pittsburg may be looking to fill that old building (and rightly so as it is an eyesore), I feel America's Tire should NOT be obtaining a permit to remove up to FIVE PROTECTED trees. They are protected for a reason. Just because America's Tire wants to remove them does not mean a permit should be issued allowing them to do so. Why can't they use the old Ford Dealership space where there are NO trees already?

Thank you,
Cathy Shapard
40+ year Pittsburg resident

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: America's Tire, AP-18-1329 (UP, AD, SE, TRP)

ORIGINATED BY: Don Thrailkill, America's Tire, 20225 N. Scottsdale Road, Scottsdale, AZ 85255

SUBJECT: This is a public hearing on a request for approval of: 1) use permit to establish a tire replacement business within an existing 7,826 square foot (s.f.) commercial space; 2) design review approval of plans for façade and parking lot improvements; 3) a sign exception to locate a freestanding sign within the public right-of-way; and 4) a tree removal permit to remove up to five protected trees on site. The project site is located at 2220-2224 Railroad Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District. Assessor's Parcel Nos. 087-042-019, 087-042-020, and 087-042-021.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10108, approving Planning Application No. 18-1329, subject to conditions.

BACKGROUND:

The building at 2220 Railroad Avenue was originally constructed in 1978 and has historically housed auto repair and parts businesses, including "Super Auto," "Golden State Supply," and "Delta Auto Care and Smog." The building at 2220 Railroad has remained vacant since approximately 2012, with the exception of the Halloween Superstore, which temporarily occupies the building each fall.

The tenant space at 2222 Railroad Avenue was originally built in 1972, and has historically housed restaurant uses, including the current occupant, Wah Sing, for more than a decade. The tenant space at 2224 Railroad Avenue was originally constructed in 1980 as an office building but has housed the Railroad Junction School since 1984.

On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD District and approving the RASP for the areas closest to the Pittsburg Center BART Station.

PROJECT DESCRIPTION:

Existing Conditions: The main project site is a 0.77-acre parcel located along the west side of Railroad Avenue, approximately 1,000 feet south of State Route (SR) 4. As previously mentioned, the existing single-story building is vacant, and while structurally sound, is in need of cosmetic repairs. The main entry of the building is located along the eastern façade of the building, visible from Railroad Avenue, while the southern façade

Planning Commission Staff Report

is equipped with five existing service bays. Parking areas are located along the east (front) and west (rear) sides of the building. The southern side of the building is flanked by a shared drive aisle that leads to the rear of the property and is in need of repairs. The north side of the property includes a walkway leading from the front to the rear of the building but is adjacent to a significant grade differential.

The properties immediately south of the main project site also contain single-story buildings which are generally well-maintained, as well as a playground area which serves Railroad Junction School. The entire project area is separated from Railroad Avenue by an approximately 60-foot-wide landscaped area which is part of the City right-of-way.

See Attachment 3 for photos of the project site.

Surrounding Land Uses:

North: Various commercial establishments, including multiple fast food restaurants, Chase Bank, and 76 Gas Station

West: Pittsburg Park Apartments

South: Single Family Residential beyond the Wah Sing Restaurant and Railroad Junction School

East: Various multitenant commercial developments and office spaces

See Attachment 3 for a map of surrounding uses.

Proposed Project: The applicant is requesting multiple approvals as part of the proposed project.

Use Permit: The applicant is seeking approval of a use permit to reactivate the existing building at 2220 Railroad Avenue as a tire shop, a use similar to what has historically occupied the building. The front 1,600 s.f. of the first floor of the building would be utilized as a sales and display area, office, restrooms, and other miscellaneous uses, while the majority of the remainder of the ground floor would be utilized for service and tire storage, including recycled tires. Additionally, the applicant is proposing to construct a second-floor storage area totaling almost 3,000 s.f., which would be used for additional tire storage. The business has proposed operating hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. Saturdays. The use would employ 10 people.

Deliveries would be made twice each week, and would typically be made by a medium size, 40-foot wheelbase (WB-40) truck. The trucks would pull into the rear of the store, and park in the designated loading area. Trucks would not enter the parking area utilized by the day care facility, which would be separated via a gate and landscape area.

Design Review: As part of the proposed project, the applicant would update the front of the existing building at 2220 Railroad Avenue to create a more attractive façade. This would entail installing brick veneer on the majority of the eastern (front) face, as well as a new storefront system and fresh paint. The remaining building sides would also be refinished with fresh paint in a two-tone, subdued color scheme to help visually break-up large expanses of blank walls and make maintenance easier. The five roll-up doors along the southern façade would also be replaced and painted to match the adjacent walls. A new trash enclosure would be installed at the rear of the property, and a 42-inch high guardrail would be installed along the northern property line to provide additional safety along the significant grade differential.

The applicant is also proposing several parking lot improvements to both the main project site, as well as areas directly adjacent to the project. These changes include: 1) moving the existing bank of parking stalls serving Railroad Junction School and Wah Sing Restaurant approximately 10 feet north to provide a wider drive aisle adjacent to Railroad Junction School; 2) reducing the length of the existing median within the public right-of-way to allow for left turns directly into the Railroad Junction/Wah Sing parking area; 3) altering the curb radius at the northeast corner of the Wah Sing property to allow for easier egress, along with a stop sign; 4) new light poles; 5) an access gate within the western drive aisle between the Railroad Junction School and America's Tire properties to prevent a mixing of the traffic between the two sites and to increase safety; and 6) miscellaneous repaving and striping.

Sign Exception: The applicant is proposing to remove the existing freestanding sign within the public right-of-way advertising the Railroad Junction School, to replace it with an 8.5 by 10.5-foot freestanding sign (five-foot by 10-foot sign face), which would advertise for all three adjacent businesses. The sign exception entitlement is required, as the sign would be located within the public right-of-way; the sign otherwise meets all the requirements of the City's sign code for freestanding signs, including total sign area allowed and sign height.

Tree Removal Permit: The applicant is requesting approval to remove up to five existing palm trees, which are considered protected under PMC section 18.84.830(F). These trees are considered protected, as they measure at least 50-inches in circumference measured at four and one-half feet above grade and California native trees (California Fan Palms). Two of the palms are located at the southeast corner of the main project site, while three of the palms to be removed are located within the existing landscaped median, which is proposed to be relocated in order to provide a wider, safer drive aisle adjacent to Railroad Junction School. As shown in Attachment 3, all five existing palms have been neglected.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site has a General Plan land use designation of Mixed Use, which is generally intended to allow for greater flexibility of land uses around transit. The subject site is located in the Transit Village sub-area of the RASP and has a land use

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designation of Community Commercial. The Community Commercial land use designation, and the goals and policies contained with the RASP, are intended to allow for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the greater community to smaller businesses oriented towards neighborhood activity. Permitted uses include auto sales and service (Railroad Avenue Specific Plan, page 49).

Zoning/Railroad Avenue Specific Plan: The property is located in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ord. 09-1319) District. Pursuant to Pittsburgh Municipal Code (PMC) section 18.53.030, land use and development regulations for properties located within the RASP area shall conform to the applicable use and development regulations identified in the RASP. The RASP outlines land use, design, and development goals and policies for the Specific Plan area.

Pursuant to the RASP, allowable land uses in this district are the same as those of the CC (Community Commercial) District as specified in Title 18 of the PMC; PMC section 18.52.010, lists “automobile repair, limited,” as a conditionally permitted use.

While the applicant is proposing to do minor building enhancements and construct minor accessory structures that trigger design review approval, these changes are considered administrative, and as such, do not trigger development policies geared toward development of new structures (e.g. building heights, setbacks, parking maximums, etc.). However, the project would be generally consistent with applicable design and development standards as contained within the RASP.

Attachments 4 through 5 provide a detailed project consistency analysis with the goals, policies, and design criteria set forth in the RASP.

Design Guidelines: In 2010, the Planning Commission adopted Resolution No. 9864 amending the City’s Development Review Design Guidelines (DRDGs). The DRDGs provide a framework for the design review of residential, commercial, and industrial projects. As shown in Attachment 6 of this report, the proposed project complies with the applicable DRDGs; however, as the proposed project would utilize and refresh an existing building, many policies are considered not applicable.

Sign Ordinance: Freestanding signs are subject to PMC Title 19 (“Signs”). As mentioned above, the application is seeking approval of a freestanding identification sign along with exceptions from the provisions of Title 19 regarding location of signage within the public right-of-way. The signage proposed is otherwise consistent with all other standards for freestanding signs for retail or service businesses.

PMC section 19.16.020 sets forth the maximum allowable sign area for retail and service uses, as well as maximum height and number of freestanding signs. The proposed freestanding signage structure would measure 8.5 feet tall, and 10.5 feet wide, with a five-foot tall by 10-foot wide signage area (50 square feet). PMC section 19.16.020(D)(1)(a) states freestanding signs for parcels containing fewer than four

Planning Commission Staff Report

businesses may not exceed 50 square feet or 50 percent of the sign area permitted for building signs on the principal street frontage of each business identified on the sign, whichever is less, except that the sign area may be at least 20 square feet. As the principal street frontage of the businesses on the three subject parcels exceeds 100 feet, the total freestanding signage area is limited to 50 square feet, which matches the proposed signage area.

PMC section 19.16.020(D)(2)(a) states the height of a freestanding sign may not exceed one foot for each 10 feet of lot frontage or 15 feet, whichever is less, no portion of the sign may be higher than the closest distance between the sign and a building, and notwithstanding the preceding restrictions, a freestanding sign may be at least five feet in height. The proposed lot frontage of the subject parcels is approximately 225 feet, and thus, the 8.5-foot-tall sign is considered appropriate.

Lastly, consistent with PMC section 19.16.020(D)(3)(b), the sign would be the only freestanding sign along the project's street frontage.

Required Use Permit Findings: In accordance with PMC section 18.16.040, a use permit may be granted only if the Planning Commission can make findings that the proposed use:

- A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
- B. is not detrimental to the health, safety, and general welfare of the City;
- C. will not adversely affect the orderly development of property within the City;
- D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
- E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
- F. will not create a nuisance or enforcement problem within the neighborhood;
- G. will not encourage marginal development within the neighborhood;
- H. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law; and,
- I. is consistent with the City's approved funding priorities.

Required Design Review Findings: In accordance with PMC section 18.36.220(B), design review approval may be granted only if the Planning Commission can make findings that:

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A. The structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality.

B. The structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable.

C. The exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value.

D. The structure is in harmony with proposed developments on land in the general area.

E. The application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Required Freestanding Sign and Sign Exception Findings: Pursuant to PMC section 19.12.020, the Planning Commission may approve a freestanding sign upon making one or more of the following findings:

1. the business is set back from the street or obscured from view by adjacent structures or vegetation in such a manner that adequate identification cannot be obtained from a sign placed on the building;

2. the sign is necessary to provide the business with a comparable degree of identity from the street as that available to businesses or uses on neighboring premises;

3. the size or width of the property upon which the business or use is located is such that a sign placed on the building would not adequately identify the premises occupied by that use;

4. the architectural style, material, or elements of construction are such that signs attached to the building would be in conflict with the provisions of Chapter 18.36 (Design Review) of the Zoning Ordinance; or

5. the sign is part of a master identification sign for a shopping center of four more individual businesses.

Pursuant to PMC section 19.08.020(C), the Planning Commission may grant exceptions to a sign regulation if the Commission finds that:

1. The proposed exception conforms as closely as possible to the sign size, number and placement regulations; and

2. The proposed exception is not inconsistent with the intent and purpose of the sign regulations of PMC Title 19; and,

3. Either:

- a. Strict adherence to the sign regulations does not allow adequate identification of the site because of the site's location or configuration, or because the proposed business or use is obscured from view by adjacent buildings or vegetation;
- b. The architectural style, materials, or construction elements of the building are such that a sign placed in conformance with the sign regulations would conflict with other aesthetic considerations; or
- c. The master sign program for the site is nonconforming, and a sign placed in conformance with sign regulations would be inconsistent with the master sign program. (Not applicable to this application)

Required Finding – Tree Removal Permit: In order to approve a tree removal permit, the Commission must determine, in accordance with PMC section 18.84.850.E, that preservation of the protected trees would severely reduce the scale or feasibility of the development.

Environmental: This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, 'Infill-Development Projects' of the state CEQA Guidelines, section 15332. The project qualifies for this CEQA exemption because it would: a) be consistent with the City's general plan and zoning; b) occur within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) occupy a site having no value as habitat for endangered, rare or threatened species; d) result in no significant impacts to traffic, noise, air quality, or water quality; and e) occupy a site that is adequately served by utilities and public services.

Public Notice: On or prior to November 2, 2018, notice of the November 13, 2018, public hearing was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the city's website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC sections 18.14.020 and 18.32.010, and Government Code section 65091.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the proposed project, subject to conditions.

Approving the proposed use would reduce the number of commercial vacancies along Railroad Avenue, in the heart of the Railroad Avenue Specific Plan area, adding to the

economic vitality of the area and helping to eliminate the voids along this important commercial corridor. Occupancy of the building, along with the proposed building enhancements, would also reduce blight, incentivize better property maintenance, and discourage loitering within the area, while creating a more comfortable atmosphere for visitors of neighboring businesses and pedestrians that would utilize the neighboring sidewalk and potential future pathways along Railroad Avenue to access the nearby BART station.

The proposed building enhancements would update the existing bland building façade with a refreshed look that is less likely to become dated over time, with brick veneer on the front of the building and a two-tone paint scheme with neutral colors intended to break-up the building mass along the three interior facades. The proposed earth tones would also be easier to maintain, and less likely to show scuffs, chips, and other discolorations, as opposed to the existing blue paint. The proposed guardrail along the northern project boundary would add a functional detail that adds an industrial architectural element to the side of the building which tends to be forgotten but may become a significant drive aisle for future development on vacant land northwest of the subject site. The rail also provides additional safety for employees or patrons utilizing the adjacent walkway, as there is a significant grade differential between the walkway and the adjacent property. The proposed trash enclosure would help ensure proper disposal of refuse generated from the business. The proposed parking lot changes have been designed to allow for better access to the businesses south of the proposed America's Tire location, as well as to eliminate traffic generated by America's Tire from overflowing into the adjacent parking lot.

Staff also believes the sign exception and approval of a freestanding sign within the right-of-way is warranted, as the wide right-of-way and location of the businesses is such that they are obscured from view in such a manner that adequate and equitable identification cannot be obtained from signs placed on the building alone. Further, the sign is otherwise consistent with the height, area, and number and placement regulations contained within Title 19, and can therefore be considered consistent with the intent of applicable regulations.

Lastly, staff believes the removal of the five existing, protected palm trees is warranted. The existing palm trees have been inadequately maintained and poorly located, and as such, do not provide the site with any aesthetic benefit, nor do they provide parking lot shading. In addition, removal of the three protected trees within the landscaped median would be required in order to relocate the median further north, a design feature requested by the operator of Railroad Junction in order to provide a wider, safer drive aisle adjacent to the school. Due to the poor health and size of the palms, relocation is likely infeasible, and would place an undue financial burden on the property owners. It should also be noted that an additional, non-native tree (Callery Pear) measuring more than 50 inches in circumference at four and one-half feet above grade and located on the main project site is slated for removal. However, pursuant to PMC section 18.84.830(F), this tree is not considered protected, as it has been determined the tree's location hinders vehicular access to the southern parcels, and its low canopy presents a

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potential hazard to delivery trucks or other large vehicles entering the site, and thus does not provide a benefit to the project site.

Staff is recommending several key conditions be added in order to ensure the business is operated in a safe and clean manner. These include:

- 1) ensuring the use does not produce any unreasonable, disturbing or unnecessary odors;
- 2) ensuring that any fluid removal be performed in such a manner as to ensure that any spilled fluid will be in an area of secondary containment, and that leaking vehicle fluids be contained or drained from the vehicle immediately;
- 3) providing clean-up kits throughout the facility where there is potential for spills;
- 4) that vehicles not be stored overnight outside of the service bays;
- 5) no outdoor display of goods or products;
- 6) no repair or tire replacement be performed outside of the service bays; and
- 7) if the business uses, handles, or stores hazardous materials (chemicals) in quantities of or greater than 55 gallons (liquid), 500 pounds (solid) or 200 cubic feet (gas), then a Hazardous Materials Response Plan and Chemical Inventory shall be submitted to the Contra Costa Health Services Hazardous Material program.

Further, in order to ensure that the site alterations conform with the City's DRDGs, as well as the regulations contained within the Municipal Code, staff is recommending the following key conditions also be added:

- 1) Provision of in-lieu fees equal to the value of 15-gallon replacement trees at a 12-to-one ratio, installation, and one year of maintenance costs, per tree removed (currently estimated at approximately \$400 per tree but subject to final review by the City's Public Works Department).
- 2) Execution of a revocable encroachment agreement for location of the freestanding sign within the City right-of-way.
- 3) Installation of faux-brick and landscaping around the base of the sign to match the proposed building improvements.
- 4) The developer shall submit a final landscape plan which identifies the areas of each parcel that would receive replacement landscaping (in an amount equal to or greater than the amount of existing landscaping to be removed) in order to ensure any existing landscaping nonconformity is not further increased. Landscaping totals shall be calculated, and landscaping replaced on a parcel-by-parcel basis.

ACTION REQUIRED:

Move to adopt Resolution No. 10108 approving Planning Application No. 18-1329, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10108

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2. Project Plans
3. Surrounding Uses Map/Existing Condition Photos/Trees Proposed for Removal
4. RASP Land Use, Design, and Development Goals and Policies
5. Development Review Design Guidelines
6. Letter of Opposition dated August 1, 2018
7. Letter of Opposition dated November 2, 2018
8. Public Hearing Notice & Vicinity Map

Prepared by: Jordan Davis, AICP, Senior Planner

Memorandum

To: Jordan Davis, AICP
Senior Planner
City of Pittsburg

From: Makinzie Clark
Marvin Marshall, P.E.

Re: America's Tire Pittsburg, CA
2220 Railroad Avenue
Trip Generation

Date: November 16, 2018

Kimley-Horn has prepared this memorandum to summarize the trip generation for the proposed America's Tire (the "project") store located in Pittsburg, CA.

Project Description

Kimley-Horn understands that the project applicant proposes to reuse an existing 7,826-square foot automobile services store to operate as America's Tire Store on Railroad Avenue north of E. Leland Road in Pittsburg, CA. The proposed project is in a Community Commercial (CC) district and requires a use permit from the Planning Commission as defined by the Pittsburg Municipal Code, Title 18 Zoning requirements.

The purpose of this study is to prepare a summary of the proposed project trip generation rates. In addition, this study provides a comparison of the proposed project trip rates to trip rates associated with CC permitted land uses.

Trip Generation

The number of trips anticipated to be generated by proposed projects are typically approximated using data included in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). ITE Land Use Code 848 (Tire Store) was used for this evaluation, with the following trip rates (trips per 1,000 square feet): Daily: 28.52; AM Peak-Hour: 2.72; PM Peak-Hour: 3.98. The anticipated trip generation characteristics for the proposed project are depicted in **Table 1**.

Table 1 – Proposed Project Trip Generation

Land Use (ITE Code)	Size (ksf)	Daily Trips	AM Peak-Hour	PM Peak-Hour
			Total Trips	
Tire Store (848)	7.826	223	21	31
Project Trips:		223	21	31

As shown in **Table 1**, the proposed project is estimated to generate 223 daily trips, 21 trips occurring during the AM peak-hour, and 31 trips during the PM peak-hour.

The following permitted land uses in Community Commercial (CC) districts, and their corresponding ITE trip rates, were evaluated in comparison to the proposed project trip rates:

- Animals – Retail Store (ITE Land Use Pet Supply Superstore: 866)
- Bank and savings and loan (ITE Land Use Walk-In Bank (1): 911)
- Restaurant, full-service (ITE Land Use Quality Restaurant: 931)
- Office, business and administrative (ITE Land Use General Office Building: 710a)
- General merchandise, retail and rental
 - ITE Land Use Specialty Retail Center (2): 826
 - ITE Land Use Variety Store (AKA dollar-type store): 814
 - ITE Land Use Convenience Market: 851

The comparison between trip rates and resulting trips (per 7,826-square feet) for the above mentioned permitted land uses and the proposed project is presented in **Table 1**.

Table 2 – Trip Rate Comparison

ITE LU Code	Land Use	Trip Rates			Trips (per 7,826-square feet)		
		Daily	AM	PM	Daily	AM	PM
848	Tire Store (Proposed Project)	28.52	2.72	3.98	223	21	31
866	Pet Supply Superstore	n/a	n/a	3.55	-	-	28
911	Walk-In Bank (1)	n/a	22.54	26.40	-	176	207
931	Quality Restaurant	83.84	0.73	7.80	656	6	61
710a	General Office Building	n/a	0.83	0.87	-	6	7
General Retail:							
(826)	<i>Specialty Retail Center (2)</i>	44.32	n/a	2.71	347	-	21
814	<i>Variety Store</i>	63.47	3.18	6.84	497	25	54
851	<i>Convenience Market</i>	762.28	62.54	49.11	5,966	489	384

Note: Shaded cells represent trip rates that exceed the proposed project trip rates.

As shown in **Table 2**, the proposed project trips are comparable or below other permitted land uses within CC districts in the City of Pittsburgh.

ROBERT A. LARABELL

Acoustical Consultant

ACOUSTICAL STUDY FOR DISCOUNT TIRE COMPANY

As an independent acoustical consultant practicing in the State of Arizona over forty years, I have studied Discount Tire stores around the United States and I have compiled the following report relative to the noise emission impact of their stores.

Having performed numerous on-site sound level readings at operating Discount Tire stores, we can plot within a decibel or two what the residual noise emission levels of a typical facility will be at any given distance from the open bay service doors. These studies were conducted to isolate such extraneous factors as prevailing traffic noise, landscaping, and adjacent parked vehicles.

With these factors taken into consideration, the attached generic study shows that within 30' of the open service bay doors, the noise levels can reach 75 decibels, within 48' the noise will be attenuated to 62 decibels, and at about 90' distance the residual level will be 59 decibels.

As illustrated on the attached color graphic of Relative Sound Levels, the 30' noise level is about the same as would be experienced in a noisy office or cafeteria, at the 48' distance the noise level would be about the same as arterial road traffic 100' away, and at the 90' distance, levels would be less than a normal conversation at a distance of a few feet.

We trust that this factual data will assist you in evaluating the relatively low-level noise emissions from any typical Discount Tire facility. Please feel free to contact us should you have any questions on this report or if you desire additional acoustical information.

Respectfully,

A handwritten signature in black ink, reading "Robert A. Larabell". The signature is fluid and cursive, with the first name "Robert" and last name "Larabell" clearly distinguishable.

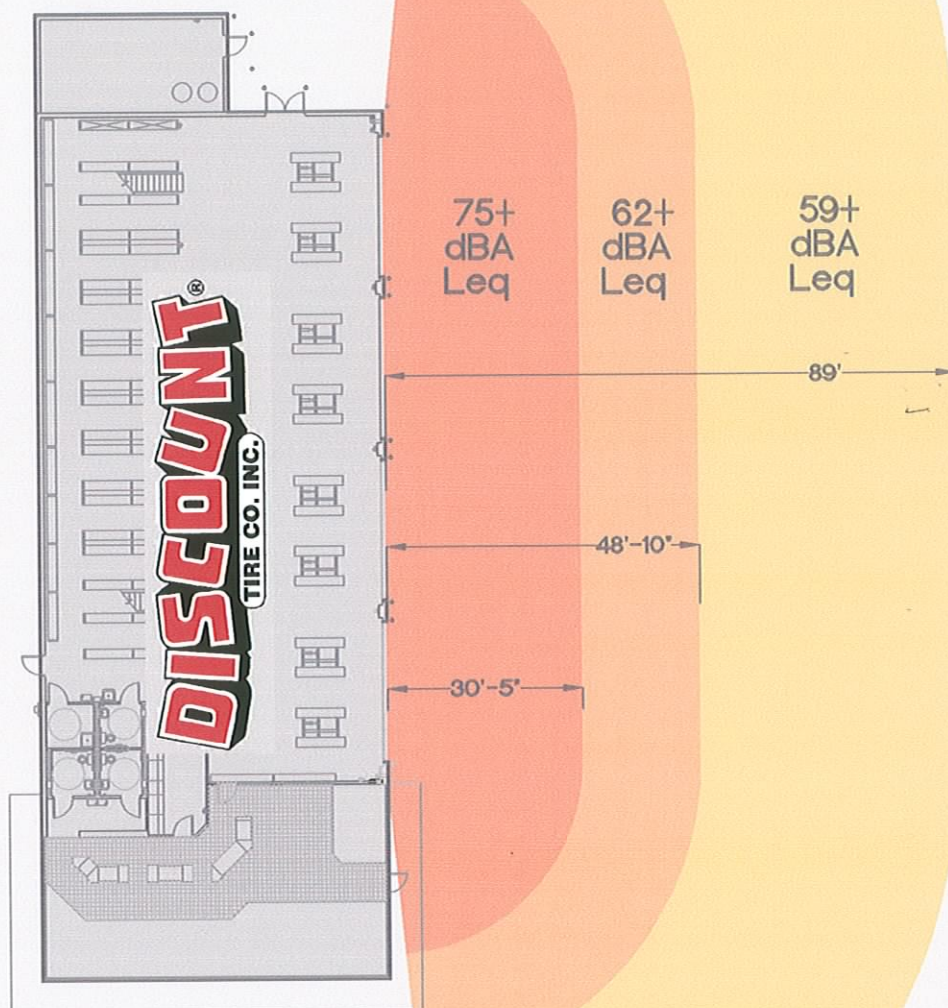
Robert A. Larabell
Acoustical Consultant

Relative Sound Levels

<u>Decibels</u>	<u>Subjective</u>	<u>Typical Sounds</u>	<u>Typical Traffic Noises</u>	<u>Regulatory</u>
130	Pain	Hard Rock Music Artillery Fire		
120	Deafening	Jet Engine Elevated Train		
110		Automatic Punch Press Inside DC –6 Airliner	Trumpet Auto Horn @ 3' Motorcycle @ 10'	
100	Very Loud	Noisy Industrial Plant Subway Train @ 20 '		
90		10-HP Outboard @ 50" Symphony Orchestra	Heavy Truck Traffic @ 20' Inside Auto Sedan in City Traffic	
80	Loud	Steam Hose Office Machinery	Small trucks Accelerating @ 30' Light trucks in City @ 20'	OSHA Indoors
70	Normal	Cafeteria Shouting voice @ 6'	Heavy Auto Traffic @ 20-50'	
60	Comfort	Conversation @ 3' Normal Speaking Voice	Average Traffic @ 100'	FAA, FHA, HUD Outdoors
50	Moderate	Private Business Office Average Residence	Light Traffic @ 100'	EPA Outdoors FHA Indoors
40	Faint	Quiet Living Room Broadcasting Studio		
30		Whisper		
20	Inaudible	Rustling Leaves		
10		Threshold of Hearing Threshold of Instrumentation		

Robert A Larabell Inc.
Acoustical Consultant
4727 E Lafayette Blvd., #329
Phoenix, Arizona 85018

Ldn = 24 Hour Average
Leq = Event Average
DBA = Decibels, A-Weighted



SCALE
1" = 30'

DATA PROVIDED TO REALWORLD PROJECTS BY:
ROBERT A. LARABELL, INC.
ACOUSTICAL CONSULTANT
4727 E. LAFAYETTE BLVD., #329
PHOENIX, AZ 85018
(602) 840-1803

1

SHEET NO.

ISSUE DATE:
11/5/99
DWG FILE:
807ACOUSTIC
FILE SCALE: 1" = 30'
#42807

DISCOUNT TIRE CO. INC.
ACOUSTICAL STUDY



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the **City of Pittsburg** will conduct a public hearing on:

DATE: December 11, 2018
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

America's Tire, AP-18-1329 (UP, AD, SE, TRP)

This is a continued public hearing on a request for approval of: 1) use permit to establish a tire replacement business within an existing 7,826 square foot (s.f.) commercial space; 2) design review approval of plans for façade and parking lot improvements; 3) a sign exception to locate a freestanding sign within the public right-of-way; and 4) a tree removal permit to remove up to five protected trees on site. The project site is located at 2220-2224 Railroad Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District. Assessor's Parcel Nos. 087-042-019, 087-042-020, and 087-042-021.

PROJECT PLANNER: Jordan Davis, (925) 252-4015 or jdavis@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

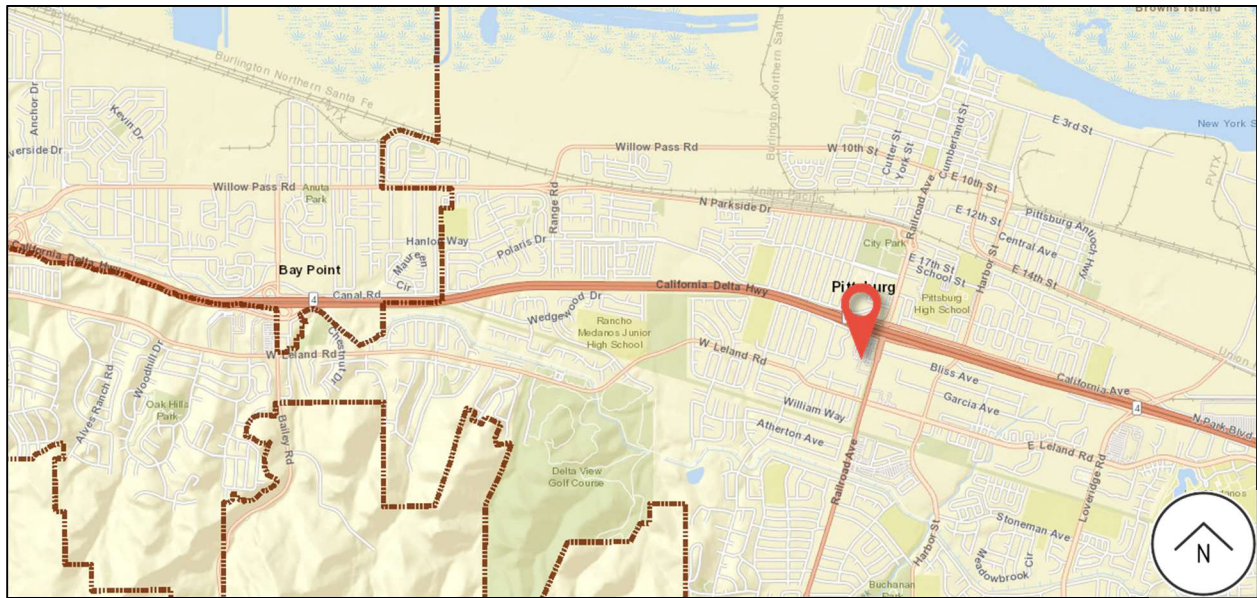
What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through oral testimony during the public hearing. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the public hearing on the date and time listed above.

Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: America's Tire, AP-18-1329 (UP, AD, SE, TRP)
Location: 2220-2224 Railroad Avenue, APNs: 087-042-019, 087-042-020, 087-042-021



City of Pittsburg

Community Development Department - Planning Division
65 Civic Avenue
Pittsburg, CA 94565

NOTICE OF PUBLIC HEARING

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Making Waves Academy Charter School Project, AP-18-1339 (DR).

ORIGINATED BY: Making Waves Foundation, 3220 Blume Dr. Richmond, CA. 94806

SUBJECT: This is a study session to accept oral comments on the Draft Environmental Impact Report (EIR) for the Making Waves Academy Charter School Project. The project consists of a new charter school campus on a site located at 420 E. 3rd Street in the RMD-O (Downtown Medium Density Residential with an Overlay, Ordinance No.07-1284) and CP (Pedestrian Commercial) districts. APN: 073-050-001. The applicant is also contemplating future construction of a multi-purpose sports facility on several vacant parcels immediately north of the campus site in the CW (Waterfront Commercial) and IG (General Industrial) districts. APNs: 073-010-002, 073-010-003, 073-010-004, 073-010-005, 073-010-08, 073-010-013.

RECOMMENDATION:

Staff recommends that the Planning Commission receive an overview of the Making Waves Academy Charter School Project Draft EIR; provide comments directly to staff on the Draft EIR; and accept public comments on the Draft EIR.

BACKGROUND:

The approximately 37.98-acre project area consists of seven parcels located between 374 and 798 E. 3rd Street (see Attachment 1 – Location Map). The project area is divided into two separate sites: 1) the campus site, located south of E. 3rd street; and 2) the sports facility site, which includes all the parcels within the project area north of E. 3rd Street. The campus site is owned by the applicant. Four of the sports facility site parcels are owned by the City of Pittsburg and two are owned by the applicant. There is a Burlington Northern Santa Fe (BNSF) Railroad spur that crosses through the sports facility site that would be abandoned as part of the project. A map of surrounding uses has also been included with this report as Attachment 2.

Campus Site History: The campus site was formerly occupied by the Johns Manville company from approximately 1925 to the mid-1980s, and was used for the production of asbestos-cement products, asphalt roofing materials, and asbestos-containing pipe coverings. Remedial activities occurring under State Department of Toxic Substances Control (DTSC) oversight between July 2006 and January 2008 included the excavation of approximately 71,000 cubic yards of asbestos-containing materials (ACMs) and 22,000 cubic yards of soils impacted by total petroleum hydrocarbons (TPH) in accordance with the Remedial Action Plan approved by DTSC. Approximately 10,500 cubic yards of ACM-affected soil and 18,000 cubic yards of TPH-affected soils were disposed off-site. The remaining 60,600 cubic yards of ACM-affected soil and 4,000 cubic yards of TPH-affected soils were placed in an engineered containment berm

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located on the eastern boundary of the campus site. The campus site has received case closure from DTSC.

At the direction of DTSC, a land use covenant was recorded on the campus site. As part of the covenant, the bermed area cannot be used for a residence, hospital, school, day care center, or farm. The remainder of the campus site is unrestricted.

Aside from the bermed area, the balance of the campus site is generally level and is approximately 15 feet above mean sea level (msl). The site is currently vacant and contains ruderal vegetation including low-lying grasses.

Sports Facility Site History: The sports facility site was previously used for petroleum coke storage for loading to an off-site wharf on the New York Slough from approximately 1960 until 2009. Above-ground and subsurface mechanical conveyance systems transported the petroleum coke from the stockpiled areas to the wharf. The sports facility site included a one-million-gallon above ground storage tank, a warehouse, a motor shop, and offices until they were demolished after 2012. Petroleum coke storage and marine loading operations were ceased in July of 2009. The sports facility site is currently under the supervision of the Regional Water Quality Control Board (Water Board).

The sports facility site is generally level and approximately seven feet above msl. The site is within the 100-year flood zone as mapped by the FEMA, and the National Wetlands Inventory identifies wetlands adjacent and north of the site, bordering the New York Slough. Additionally, an approximately 312-square-foot perennial wetland is located on the northwestern corner of the site. The sports facility site includes a vacant corrugated metal building located near the center of the site. A large, trapezoid shaped asphalt-paved area is present on the eastern portion of the site with a concrete curb bordering the northern portion. Another concrete pad is in the southeastern portion of the sports facility site with recessed steel beams present.

Environmental Review: On August 15, 2018, the City released a Notice of Preparation (NOP) of a Draft EIR for the Making Waves Academy Charter School Project. On August 25, 2018, the Planning Commission held a study session and provided initial comments on the design of the proposed project. On September 6, 2018, a public "Scoping Session" was held to receive comments on the scope of the Draft EIR. On November 13, 2018, the City released a Notice of Availability (NOA) for the Draft EIR. Written public comments on the Draft EIR for the Making Waves Academy Charter School Project will be accepted during the public review period, which began on Tuesday, November 13, 2018, and will continue through Wednesday, January 2, 2019.

The Draft EIR describes the proposed project and its potential environmental effects. The NOA and Draft EIR are included as Attachments 3 and 4. Hardcopies of the Draft EIR are also available at the City of Pittsburg Planning Division (65 Civic Avenue, Pittsburg) and Pittsburg Library (80 Power Avenue, Pittsburg).

Although not required by state law, the City typically holds a public meeting midway through the public comment period to accept oral comments on a Draft EIR. For the Making Waves Academy Charter School project, the applicant has asked that the public meeting be held during a regularly scheduled Planning Commission meeting in order to provide the Commission with an opportunity to comment before considering the Draft EIR at a later date.

Tables 2.A and 2.B starting on page 2-5 of the Draft EIR (see Attachment 4) provide a summary of impacts and mitigation measures identified for the proposed project. No impacts or less-than-significant impacts were identified for the following environmental issue areas: aesthetics; agriculture and forestry, land use and planning; mineral resources; population and housing; recreation; tribal cultural resources; and utilities and service systems. Potential impacts were identified to air quality; biological resources; cultural resources; geology and soils; greenhouse gas; hydrology and water quality; noise; and public services; however, these impacts would be reduced to a less-than-significant level through various mitigation measures included in the Draft EIR.

For transportation and circulation, the Draft EIR identified 21 potential impacts. Eighteen of these impacts would be reduced to a less-than-significant level with mitigation. The transportation and circulation mitigation measures identified in the Draft EIR include, but are not limited to: a) installation of traffic signals at the intersections of Harbor Street/East 10th Street, Harbor Street/Central Avenue, the Harbor Street/southern project driveway, and Harbor Street/East 3rd Street; b) payment of the Regional Transportation Development Impact Mitigation (RTDIM) Fee; c) signal timing adjustments at Harbor Street/California Avenue; d) reconfiguration of the westbound approach at Harbor Street/School Street; e) construction of a southbound right-turn pocket at Harbor Street/California Avenue; f) reconfiguration of Harbor Street between East 8th Street and East 3rd Street; and g) implementation of a school bus program.

The remaining transportation and circulation impacts relate to freeway operations. A freeway segment is considered to experience 'free-flow' speeds with a delay index equal to or less than 1.0. The segment of Westbound State Route (SR) 4 between Railroad Avenue and Bailey Road currently has a delay index of 5.43 during the morning peak hour. In the near term (year 2021) without the project, the delay index for this freeway segment is expected to increase to 5.77. In the near term with the project, the delay index would increase to 6.13. Under cumulative conditions (year 2040) without the project, the delay index would increase to 11.38. Under cumulative conditions with the project, it would increase to 12.08.

As a mitigation measure, the Draft EIR would require the project to pay the RTDIM fee to fund regional freeway system improvements including SR 4 improvements. However, the project applicant and the City of Pittsburg do not control the funding, prioritization, and construction of improvement projects within Caltrans right-of-way. Therefore, the impact to the segment of Westbound SR 4 between Railroad Avenue and Bailey Road would remain significant and unavoidable and the Commission would need to adopt a statement of overriding considerations prior to approving the project.

PROJECT DESCRIPTION:

Proposed Project: The proposed project involves two separate phases. Phase 1 would occur on the campus site and includes the removal and remediation of the berm and construction of an elementary school, a middle school, and a high school for the Making Waves Academy. At build out, the campus site would consist of five two-story classroom buildings and two gymnasiums for a total of approximately 384,453 square feet of buildings. The campus would serve up to 2,000 students and 220 staff and it would generally operate from 7:00 a.m. to 6:30 p.m. Monday through Friday. As part of Phase 1, a separated, multi-use pathway would also be constructed along the eastern perimeter of the campus site and Class II bicycle lanes would be installed along Harbor Street, between E. 8th Street and E. 3rd Street. Phase 2 is envisioned as a future phase and would occur on the sports facility site and includes the design and construction of sports facilities to support the campus. The components and timing of each phase are discussed in more detail below.

Elementary School: The elementary school would include a two-story, approximately 49,556 square foot classroom building that would be approximately 34 feet in height on the southern portion of the campus site. The elementary school classroom building would include 13 classrooms, two student common areas, a multi-purpose room, a kinder clubhouse, administrative spaces, teachers' lounges, office spaces, and other auxiliary spaces including bathrooms, a kitchen, and an elevator. The elementary school would include its own basketball courts, artificial turf playfields, playgrounds, play structure areas, covered outdoor seating, and landscaping.

Middle School: The middle school would include two two-story classroom buildings and a gymnasium and would be in the center of the campus site. The western middle school building would be approximately 102,538 total square feet and 34 feet in height, and would include 24 classrooms, open learning space, a student common, a 'maker' space, a library and media center, teacher collaboration space, and various other administrative offices and auxiliary spaces. The southern middle school building would be approximately 36,780 total square feet and approximately 34 feet in height, and would include 15 classrooms, open learning space, a teacher collaboration room, staff areas, and offices.

The middle school gym would be approximately 30,352 total square feet and approximately 35 feet in height, and would include two full-size basketball courts, a multi-purpose athletic room, an athletic program training room, a yoga/dance studio, locker rooms, team rooms, and office and storage spaces. The middle school would include its own outdoor basketball courts, artificial turf soccer fields, play structure area, covered outdoor seating, and landscaping.

High School: The high school would include two two-story classroom buildings and a gym and would be located in the northern portion of the campus site. The western high school building would be approximately 81,065 total square feet and approximately 34

feet in height, and would include 23 classrooms, open learning spaces, a drama room, a maker space, a library and media center, teacher collaboration space, and various other administrative offices and auxiliary spaces. The eastern high school building would be approximately 51,595 total square feet and approximately 34 feet in height, and include eight classrooms, open learning space, a dining common, a career center, a student lounge, a culinary classroom, and various other offices and auxiliary spaces.

The high school gym would be approximately 30,352 total square feet and approximately 35 feet in height, and include two full-sized basketball courts, a multi-purpose athletic room, an athletic program training room, a yoga/dance studio, locker rooms, team rooms, and office and storage spaces. The high school would include its own outdoor artificial turf area, outdoor half basketball courts, covered outdoor seating area, and landscaping.

Sports Facilities: The sports facility site would include: a regulation-sized artificial turf soccer field; a 400-meter track with nine lanes; a swim center with a 30-meter by 25-yard pool with 12 lanes, a learn-to-swim pool, and a pool house; a regulation-sized artificial turf softball field with dugouts; a regulation-sized artificial turf baseball field with dugouts; tennis courts; basketball courts; a main field house; a ticket booth; and LED lighting poles approximately 80 feet in height to allow night lighting on all fields.

The sports facility would support team sports for the proposed campus and would supplement the play areas and fields that would be available on the campus site. The proposed buildings associated with the sports facility would total approximately 25,700 square feet. The sports facility would be used exclusively by the Making Waves Academy until 6:30 p.m. Monday through Friday. However, Making Waves Academy and the City are working on a joint-use agreement that would allow public use of the facility. This could include use of the running track and the fields by residents around the project area, and the use of the fields and track by local soccer, track and field, and softball teams.

Construction of the sports facility site would require the addition of fill to raise building floors out of the 100-year flood zone and to raise other portions of the site to a lesser degree. Because some of the parcels comprising the sports facility site are subject to the jurisdiction of DTSC or the Water Board, the physical alteration of these parcels would be performed under the supervision and with the concurrence of these agencies to achieve environmental closure.

Timing of Phases: The applicant would begin construction of Phase 1 immediately after receiving design review and building permit approvals. The middle school would open in the fall of 2020, and would start with 5th and 6th grades. An additional grade would be added on an annual basis until 2026, at which point the campus would include grades five through twelve. Kindergarten and first grade are expected to start in the fall of 2022 or 2023, and would also add one grade a year until all grades from kindergarten through 12th are operational. Approvals for Phase 2 are not requested at this time because the specific layout and design of the sports facility has not yet been completed. However,

Planning Commission Staff Report

the applicant anticipates submitting a use permit and design review application for the sports facility in 2020.

GENERAL PLAN/CODE COMPLIANCE:

Not applicable.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Receive an overview of the Making Waves Academy Charter School Project Draft EIR; provide comments directly to staff on the Draft EIR; and accept public comments on the Draft EIR.

ATTACHMENTS:

1. Location Map
2. Map of Surrounding Uses
3. Notice of Availability
4. Draft EIR

Prepared by: Hector J. Rojas, AICP, Senior Planner

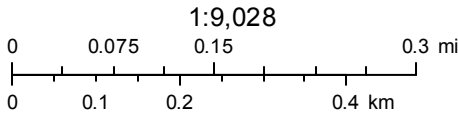
Attachment 1 - Location Map



9/14/2018, 1:11:46 PM

- Parcel
- City Limits
- CCC Housing Authority

Caltrans ROW



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Disclaimer: All reasonable effort has been made to assure the accuracy of the maps for its intended purpose. However, the GIS data may or may not be an exact depiction of the existence, location, depth, size, material or type of facilities shown herein. It is not to be relied upon for any purpose other than a general schematic diagram of the facilities depicted.



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

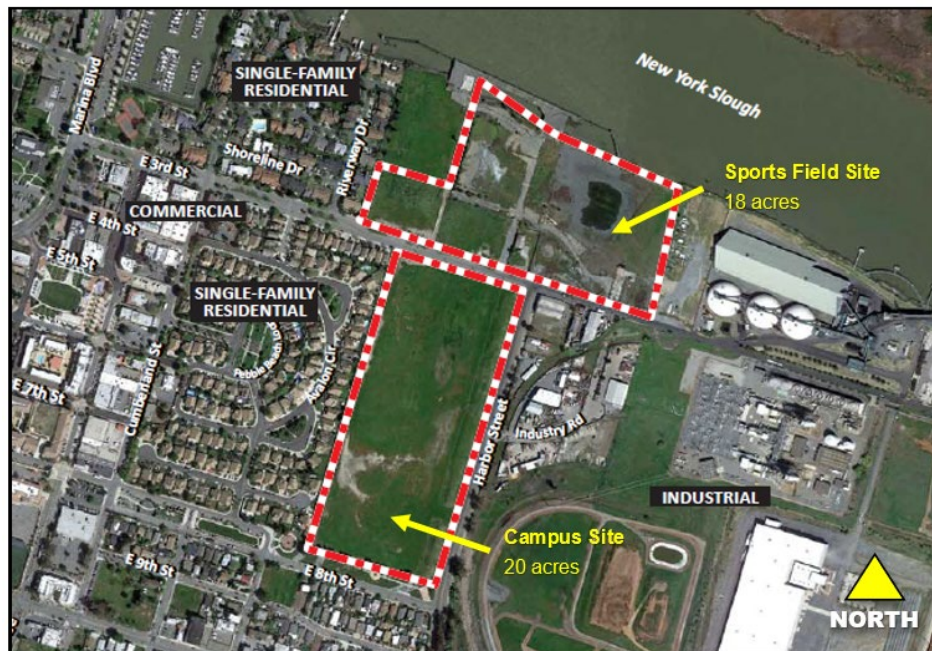
Notice of Availability

Making Waves Academy Charter School Project Draft Environmental Impact Report

State Clearinghouse No. 2018082032

November 13, 2018

PROJECT LOCATION: The approximately 37.98-acre project area consists of seven individual parcels located between 374 and 798 East 3rd Street within the City of Pittsburg. The project area is located along the New York Slough, which feeds into Suisun Bay. The project area is bounded by the New York Slough to the north, industrial uses to the east, and park and residential uses to the south and west. The project area is divided into two distinct sites: 1) the campus site, located south of East 3rd Street; and 2) the sports facility site, which includes all of the parcels within the project area north of East 3rd Street.



PROJECT DESCRIPTION: The proposed project includes three distinct components that would be developed in two phases: the first phase (Phase 1) would include two components, the removal and remediation of the berm on the eastern portion of the site and the design and construction of a new Making Waves Academy (campus), analyzed at the project-level; and the second phase (Phase 2) would be the design and construction of a new sports facility to support the campus, which is analyzed at a program-level as this component is still undergoing design. In the first phase, after remediation of the berm on the campus site, a kindergarten through 12th grade charter school financed by the project applicant, Campus LLC, would be constructed for the Making Waves Academy to operate. Site remediation, acquisition and construction would be

wholly financed by the applicant and would not involve any State funding. The sports facility would be located on one or more of the parcels that comprise the sports facility site. As the final design of the sports facility has not occurred, all of the parcels that make up the site have been evaluated in the EIR. The project applicant anticipates leasing the sports facility to the Making Waves Academy, which would operate the campus site. The applicant proposes to work with the City to comply with the City's neighborhood and community use policy, and will identify a program that will detail how and when the facility could be used by the public through a joint use agreement. In total, the new school campus would serve approximately 2,000 students and include approximately 220 staff. The new school campus and sports facility would operate from 7:00 a.m. to 6:30 p.m. Monday through Friday with some activities in the evening and on weekends. The proposed project would include open space, circulation and parking, infrastructure, soil remediation, and grading improvements on both sites. Refer to Chapter 3.0 of the EIR for a more detailed description of the proposed project, the project area, and the existing environmental setting.

SIGNIFICANT ENVIRONMENTAL EFFECTS: The proposed project would result in potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, and Transportation and Circulation. All impacts, with the exception of Transportation and Circulation, would be reduced to less-than-significant levels through implementation of identified mitigation measures. A significant unavoidable impact related to Transportation and Circulation is identified in the EIR.

HAZARDOUS MATERIALS AND HAZARDOUS WASTE SITES: The campus site is included on the DTSC Envirostor database as a hazardous materials release site. A property in the western portion of the sports facility site (391 East Third Street) is listed as a LUST site on the State Water Board's Geotracker database. Another property on the sports facility site (595 East 3rd Street) is included on a list of sites with active Cleanup and Abatement Orders issued by the State Water Board.

PUBLIC COMMENT PERIOD: Written public comments on the Draft EIR for the Making Waves Academy Charter School Project will be accepted during the public review period, beginning on **Tuesday, November 13, 2018**, and continuing through **Wednesday, January 2, 2019**. Written comments may be mailed or faxed to the attention of Hector Rojas, Senior Planner, at the address and fax number listed above, or comments may be sent via email to hrojas@ci.pittsburg.ca.us.

All comments must be received no later than 12:00 PM, on **January 2, 2019**. Please note City Hall offices will be closed December 24, 2018 through January 1, 2019, so hand-delivered comments will not be accepted during that time.

PUBLIC MEETING: The City of Pittsburg, acting as Lead Agency for the project, will also accept comments on the Draft EIR at a Planning Commission study session, to be held on **Tuesday, December 11, 2018, at 7:00 p.m.**, at Pittsburg City Hall, 65 Civic Avenue, Pittsburg, California.

AVAILABILITY OF THE DRAFT EIR: Copies of the Draft EIR are available for review at the following locations: 1) City of Pittsburg, Planning Division, 65 Civic Avenue, Pittsburg CA. 94565; and 2) Pittsburg Library, 80 Power Drive, Pittsburg, CA 94565. The Draft EIR may also be found online at: <http://www.ci.pittsburg.ca.us/index.aspx?page=1008>

PUBLIC REVIEW DRAFT

ENVIRONMENTAL IMPACT REPORT

PITTSBURG MAKING WAVES ACADEMY CHARTER SCHOOL PROJECT

PITTSBURG, CALIFORNIA

SCH #2018082032



LSA

November 2018

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PUBLIC REVIEW DRAFT

ENVIRONMENTAL IMPACT REPORT

PITTSBURG MAKING WAVES ACADEMY CHARTER SCHOOL PROJECT

PITTSBURG, CALIFORNIA

SCH #2018082032

Submitted to:

City of Pittsburg
Community Development Department
Planning Division
65 Civic Avenue
Pittsburg, California 94565

Prepared by:

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157 Park Place
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510.236.6810

Project No. PIT1801



November 2018

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LIST OF ABBREVIATIONS AND ACRONYMS

°C	Celsius
°F	Fahrenheit
AAQS	Ambient Air Quality Standards
AB 197	Assembly Bill 197
ACMs	asbestos-containing materials
ADA	Americans with Disability Act
AIR	Air Quality
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
BAAQMD	Bay Area Air Quality Management Districts
BART	Bay Area Rapid Transit
bgs	below ground surface
BNSF	Burlington Northern Santa Fe Railroad
BTEX	benzene, toluene, ethylbenzene, and xylenes
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
campus	Making Waves Academy
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	Climate Action Team
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CH ₄	Methane
City (agency)	City of Pittsburg
CMA	Congestion Management Agency
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	CO ₂ equivalents
Covenant	Covenant to Restrict Use of Property – Environmental Restriction

CP	Pedestrian Commercial zoning district
CTP	Comprehensive Transportation Plan
CTP	Contra Costa County Comprehensive Transportation Plan
dB	decibel
dBA	A-weighted decibels
DOF	California Department of Finance
DTSC	Department of Toxic Substances Control
DTSC	State of California Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Phase I Environmental Site Assessment
ESL	Environmental Screening Levels
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GDF	Gasoline Dispensing Facility
GHG	Greenhouse Gas Emissions
gpcd	gallons per capita per day
GWP	Global Warming Potential
HAZ	Hazards and Hazardous Materials
HCM	2010 Highway Capacity Manual
HFCs	Hydrofluorocarbons
HOV	high-occupancy vehicle
IG	General Industrial zoning district
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
Ldn	Day-night equivalent noise level
Leq	Continuous equivalent noise level
Lmax	Maximum instantaneous noise level
Lmin	Minimum instantaneous noise level
LOS	level of service
LTS	less-than-significant impact
MMT	Million metric tons

MPOs	Metropolitan Planning Organizations
msl	mean sea level
MTSO	Multimodal Transportation Service Objective
N ₂ O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NO ₂	nitrogen dioxide
NOI	Noise
NO _x	Nitrogen oxide
NWI	National Wetlands Inventory
O ₃	ozone
Pb	lead
PCBs	polychlorinated biphenyls
PCE	tetrachloroethene
PDAs	Priority Development Areas
PEA	Preliminary Endangerment Assessment
PeMS	Caltrans Performance Measurement System
PFCs	Perfluorocarbons
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
PPV	peak particle velocity
Proposed project	Pittsburg Making Waves Academy Charter School Project
PRTDIM	Pittsburg Regional Transportation Development Impact Mitigation Fee
RAP	Remedial Action Plan
RDIP	Remedial Design Implementation Plan
RMD-O	Downtown Medium-Density Residential with Limited Overlay zoning district
rms	root mean square
ROG	Reactive organic gases
RWQCB	Regional Water Quality Control Board
S	significant impact
SB 32	Senate Bill 32
SCS	Sustainable Community Strategies
SF ₆	Sulfur Hexafluoride

SO ₂	sulfur dioxide
SR 4	State Route 4
SU	significant and unavoidable impact
SVOC	semi-volatile organic compounds
TACs	toxic air contaminants
TCE	trichloroethene
TPH	total petroleum hydrocarbon
TPH	total petroleum hydrocarbons
TPHd	TPH as diesel
TPHmo	TPH as motor oil
TRA	Transportation and Circulation
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity ratio
VdB	vibration decibel
VOC	volatile organic compounds
WC	Waterfront Commercial zoning district
WHO	World Health Organization

1.0 INTRODUCTION

1.1 PURPOSE OF THIS EIR

In compliance with the California Environmental Quality Act (CEQA), this Environmental Impact Report (EIR) describes the potential environmental consequences associated with the implementation of the Pittsburg Making Waves Academy Charter School Project (referred to herein as the “proposed project”). The City of Pittsburg (City) is the Lead Agency for this EIR.

This EIR is designed to inform City decision-makers, responsible agencies, and the general public of the proposed project and the potential environmental impacts of project approval and implementation. This EIR also examines alternatives to the proposed project and recommends mitigation measures to reduce or avoid potentially significant physical impacts.

This EIR evaluates the construction and operation of a new K-12 campus at a *project* level, and construction and operation of a sports facility at a *program* level, as it is still undergoing design.¹ This EIR will facilitate additional environmental review of the sports facility when it has been designed and prior to approvals and permits.

1.2 PROPOSED PROJECT

The proposed project would include three distinct components within two phases: the removal and remediation of the berm on a parcel south of East 3rd Street and west of Harbor Street (campus site), and the construction of a kindergarten through 12th grade school on the campus site, both of which would make up the first phase (Phase 1); and the design and construction of a sports facility on parcels north of East 3rd Street (sports facility site), which would be the second phase (Phase 2). In total, proposed project would serve approximately 2,000 students and include 220 staff. The new school campus would operate from 7:00 a.m. to 6:00 p.m. Monday through Friday with some activities in the evening and on weekends. The proposed project would include open space, circulation and parking, infrastructure, soil remediation, and grading improvements on both sites. The proposed project is described in Chapter 3.0, Project Description, of this EIR.

1.3 EIR SCOPE

A Notice of Preparation (NOP) of the EIR was published and circulated on August 15, 2018, to request comments on the types of impact that could result from implementation of the proposed project, as well as potential areas of controversy. The NOP was mailed to public agencies, organizations, tribal representatives, and individuals likely to be interested in the proposed project and its potential impacts. An Initial Study Checklist was also published on August 15, 2018, and was available for comment. Additionally, a public scoping session for the Draft EIR was held on September 6, 2018. Comments on the NOP and Initial Study were received by the City and considered during preparation of the EIR. Nine comment letters regarding the NOP were received in addition to the verbal comments provided at the scoping session. The NOP and comment letters are included in Appendix A, and the Initial Study is included in Appendix B.

¹ CEQA Guidelines Section 15168.

The following environmental topics are addressed in this EIR:

1. Transportation and Circulation
2. Air Quality
3. Greenhouse Gas Emissions
4. Noise
5. Hazards and Hazardous Materials

Based on the review and analysis contained in the Initial Study, it has been determined that the following potential effects of the proposed project would be less than significant or have no impact, and therefore these topics are not studied in detail in the Draft EIR: aesthetics; agriculture and forestry resources; biological resources; cultural resources; geology and soils; hydrology and water quality; land use and planning; mineral resources; population and housing; public services; recreation; tribal cultural resources; and utilities and service systems. Each of these topic areas is addressed in the Initial Study provided in Appendix B and discussed in Chapter 5.0, Other CEQA Considerations, of this EIR.

1.4 REPORT ORGANIZATION

This EIR is organized into the following chapters:

- **Chapter 1.0 – Introduction:** Discusses the overall EIR purpose, provides a summary of the proposed project, describes the EIR scope, and summarizes the organization of the EIR.
- **Chapter 2.0 – Summary:** Provides a summary of the impacts that would result from implementation of the proposed project, describes mitigation measures recommended to reduce or avoid significant impacts, and describes the alternatives to the proposed project.
- **Chapter 3.0 – Project Description:** Provides a description of the project area, the proposed project, the project objectives, and uses of this EIR.
- **Chapter 4.0 – Setting, Impacts, and Mitigation Measures:** Describes the following for each environmental technical topic: existing conditions (setting), potential environmental impacts and their level of significance, and mitigation measures recommended to mitigate identified impacts. Potential adverse impacts are identified by levels of significance, as follows: less-than-significant impact (LTS), significant impact (S), and significant and unavoidable impact (SU). The significance of each impact is categorized before and after implementation of any recommended mitigation measures(s). Cumulative impacts are also addressed.
- **Chapter 5.0 – CEQA-Required Assessment Conclusions:** Provides an analysis of effects found not to be significant, growth-inducing impacts, unavoidable significant environmental impacts, and significant irreversible changes.

- **Chapter 6.0 – Alternatives:** Provides an evaluation of three alternatives to the proposed project, including the CEQA-required No Project alternative.
- **Chapter 7.0 – Report Preparation:** Identifies preparers of the EIR, references used, and the persons and organizations contacted.
- **Appendices:** The appendices contain the NOP and comment letters on the NOP (Appendix A), the Initial Study (Appendix B), technical calculations, and other documentation prepared in conjunction with this EIR.

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2.0 SUMMARY

This chapter provides an overview of the proposed project and the findings outlined in this EIR, including a discussion of alternatives and cumulative project impacts.

2.1 PROJECT UNDER REVIEW

This EIR has been prepared to evaluate the environmental consequences of approval and implementation of the Pittsburg Making Waves Academy Charter School Project (proposed project). The proposed project would include three distinct components within two phases: the removal and remediation of the berm and construction of a kindergarten through twelfth grade school on the Campus Site (Phase 1) and the design and construction of a sports facility on the Sports Facility Site (Phase 2). In total, the proposed project would serve approximately 2,000 new students and 220 staff. The proposed project would include open space, circulation and parking, infrastructure, soil remediation and grading improvements on both sites. Refer to Chapter 3.0, Project Description, for a complete description of the proposed project and requested permits and approvals.

2.2 SUMMARY OF IMPACTS, STANDARD CONDITIONS OF APPROVAL, AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter 4.0, Setting, Impacts and Mitigation Measures. CEQA requires a summary to identify: 1) areas of known controversy, including issues raised by agencies and the public; 2) significant impacts; 3) recommended mitigation measures; and 4) issues to be resolved, including the choice among alternatives to the project and whether and how to mitigate significant effects.

2.2.1 Findings of the Initial Study

The Initial Study identified no impacts or less-than-significant impacts to the following environmental issues:

- Aesthetics
- Agriculture and Forestry
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

The Initial Study identified potential impacts to the following environmental issues; however, these were mitigated to a less-than-significant level with standard mitigation measures recommended in the Initial Study:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Public Services

Table 2.A, Summary of Impacts and Mitigation Measures from the Initial Study, (located at the end of this Chapter), shows recommended mitigation measures as they relate to each environmental topic.

For a complete description of potential impacts and recommended mitigation measures, please refer to the specific discussion in the Initial Study, included as Appendix B to this EIR.

2.2.2 Potential Areas of Controversy

Comments on the Notice of Preparation (NOP), and comments raised during the scoping period, included the following issue areas: cultural resources; hydrology and water quality; hazards and hazardous materials; transportation; and visual resources. The NOP, comments received in response to the NOP, and a summary of the comments received at the scoping session are included in Appendix A of this EIR.

2.2.3 Significant Impacts

Under CEQA, a significant impact on the environment is defined as "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." Impacts in the following areas 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 report are implemented:

- Air Quality
- Hazards and Hazardous Materials
- Noise

2.2.4 Significant and Unavoidable Impacts

Implementation of the proposed project would result in the following significant and unavoidable impacts:

- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under existing conditions.
- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.
- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.

2.2.5 Alternatives to the Project

The following alternatives were evaluated within the EIR:

- The **No Project alternative**, which assumes the continuation of existing conditions within the project area. No new school or recreational uses would be constructed, no remediation would occur, and no improvements would be made to existing infrastructure.
- The **Reduced Enrollment Alternative**, which assumes that the maximum enrollment at the school would be reduced to approximately 1,300 students, resulting in a reduction in vehicle trips to and from the project area during peak hours by approximately 35 percent.
- The **Reduced Enrollment Plus Net Zero Alternative**, assumes that the project would incorporate various energy reduction strategies in order to achieve “net zero” energy buildings (e.g., buildings that generate 100 percent of their energy needs on-site). In addition, vehicle trips to and from the project area during peak hours would be reduced by a minimum of 35 percent, with the intent of reducing the overall operational emissions to level below the BAAQMD threshold of 1,100 metric tons per year.

2.2.6 Cumulative Impacts

For the less-than-significant impacts identified in the Initial Study (Appendix B) and in Chapter 4.0 of this EIR, impacts would be individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects.

As described in Section 4.1, Transportation, implementation of the proposed project would result in significant traffic impacts at several locations under Cumulative Plus Project Conditions. Many of these impacts remain significant and unavoidable even with implementation of mitigation measures. Therefore, the project’s contribution to cumulative traffic impacts remain cumulatively considerable.

As discussed in Section 4.3, Greenhouse Gas Emissions, the project's operational-related greenhouse gas emissions would exceed the BAAQMD's numeric threshold of 1,100 metric tons CO₂e per year and service population threshold of 4.6 metric tons of CO₂e. Implementation of Mitigation Measure GHG-1a would reduce operational greenhouse gas emissions to the extent feasible; however emissions would still exceed the BAAQMD's thresholds. Therefore, greenhouse gas emission impacts associated with operation of the proposed project would be significant and unavoidable, and therefore the cumulative impact would be significant and unavoidable.

2.3 SUMMARY TABLES

Information in Table 2.A, Summary of Impacts and Mitigation Measures from the Initial Study, and Table 2.B, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter 4.0. The tables are arranged in four columns: (1) impacts; (2) level of significance prior to mitigation; (3) mitigation measures; and (4) level of significance after mitigation. Levels of significance are categorized as follows:

SU	Significant and Unavoidable
S	Significant
LTS	Less Than Significant

For a complete description of potential impacts and recommended mitigation measures, please refer to the specific topical discussions in Chapter 4.0 and the Initial Study, provided in Appendix B.

Table 2.A: Summary of Impacts and Mitigation Measures from Appendix B of the EIR (Initial Study)

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.1 Aesthetics			
<i>There are no significant impacts related to aesthetics.</i>			
4.2 Agriculture and Forestry Resources			
<i>There are no significant impacts related to agriculture and forestry resources.</i>			
4.3 Air Quality			
<i>This topic was evaluated in the EIR. See Table 2.B.</i>			
4.4 Biological Resources			
Impacts to burrowing owls.	S	BIO-1: No more than 14 days prior to any ground disturbing activities, a qualified biologist shall conduct a preconstruction/take avoidance survey for burrowing owls using methods described in Appendix D of the CDFW <i>Staff Report on Burrowing Owl Mitigation</i> (Staff Report).¹ If take avoidance surveys conducted during the non-breeding season (September 1 to January 31) identify any burrowing owls within the construction footprint, owls may be excluded from burrows using one-way doors provided that a Burrowing Owl Exclusion Plan is developed and approved by CDFW prior to implementation. Given the availability of suitable burrows in lands adjacent to the project area, passive relocation of owls at the Making Waves project area is not expected to significantly reduce the reproductive potential of the local population. Any burrow exclusion efforts shall be monitored by a qualified biologist prior to, during, and after exclusion of burrowing owls from burrows to ensure that take is avoided. If owls are found within the construction footprint during the breeding season, occupied burrows shall be avoided by establishing buffers around the burrows in which no work shall be allowed until a qualified biologist has determined that the nest attempt has failed or that young have fledged and can forage independently of the adults. A minimum buffer of at least 250 feet shall be maintained during the breeding season around active burrows. Owls present on the project area after February 1 shall be assumed to be nesting on or adjacent to the project area unless focused monitoring by a qualified biologist familiar with burrowing owl reproductive behavior indicates that the observed individual is unpaired or that egg-laying has not yet begun.	LTS

¹ California Department of Fish and Wildlife, 2012. *Staff Report on Burrowing Owl Mitigation*.

Table 2.A: Summary of Impacts and Mitigation Measures from Appendix B of the EIR (Initial Study)

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
Impacts to white-tailed kites, Suisun song sparrows, and loggerhead shrikes	S	BIO-2: Future construction activities, to the maximum extent feasible, shall occur outside of the nesting season from September 1 to January 31. If construction activities are initiated during the nesting season (February 1 through August 31), a qualified wildlife biologist shall conduct a nesting bird survey no more than 14 days prior to the start of construction activities. If active nests are identified, a no-disturbance buffer shall be implemented, under the guidance of the qualified biologist, to avoid impacts to nesting birds. Buffer distances for bird nests should be site specific and an appropriate distance, as determined by the biologist. The buffer distances will be specified to protect the bird's normal behavior to prevent nesting failure or abandonment. The buffer distance recommendation will be developed by a qualified biologist based on a bird's species and studies regarding that species' distress in the presence of people or equipment at various distances. Abnormal nesting behaviors that may cause reproductive harm include, but are not limited to, defensive flights/vocalizations directed toward project personnel, standing up from a brooding position, and/or flying away from the nest. The biologist will have the authority to stop project activities if a bird exhibits abnormal behavior that may cause reproductive failure such as nest abandonment and loss of eggs and/or young until an appropriate buffer is established.	LTS
Impacts to trees protected under local policies or ordinances.	S	BIO-3: Prior to the initiation of any construction activities, a certified arborist shall conduct a tree survey. If any protected trees have the potential to be affected by construction activities, the project applicant shall obtain a tree removal permit from the City prior to the removal of any trees.	LTS
4.5 Cultural Resources			
Impacts to precontact or historic-period archaeological deposits on the sports facility site.	S	CULT-1: Prior to project excavation at the proposed sports facility site, a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology shall oversee a mechanical excavation (e.g., trenching) to determine the presence or absence of intact archaeological deposits. The excavation shall be based on an Archaeological Testing Proposal (proposal) and a qualified archaeologist shall implement this proposal. The proposal shall identify the test excavation locations and the methods and evaluation procedures that shall be implemented if intact archaeological deposits are identified. If archaeological deposits are found during this excavation or during project implementation to be significant (i.e., eligible for listing in the California Register of Historical Resources), the applicant shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include preservation in place, recordation of the archaeological deposit, data recovery and analysis, and public outreach	LTS

Table 2.A: Summary of Impacts and Mitigation Measures from Appendix B of the EIR (Initial Study)

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
		regarding the scientific and cultural importance of the discovery.	
Impacts to paleontological resources.	S	CULT-2: If paleontological resources are encountered during site preparation or grading activities, all work within 50 feet of the discovery shall be redirected until a qualified paleontologist has assessed the discoveries and made a determination of the resource's significance, and the City of Pittsburg and Contra Costa County shall be notified. Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. If the paleontological resources are found to be significant, adverse effects to such resources shall be avoided by project activities to the extent feasible. If project activities cannot avoid the resources, the adverse effects shall be mitigated in accordance with CEQA Guidelines Section 15126.4(b)(3). Mitigation may include data recovery and analysis, preparation of a final report, and the formal transmission or delivery of any fossil material recovered to a paleontological repository, such as the University of California Museum of Paleontology (UCMP). Upon completion of project activities, the final report shall document methods and findings of the mitigation and be submitted to the City of Pittsburg, Contra Costa County, and a suitable paleontological repository.	LTS
4.6 Geology and Soils			
Impacts associated with groundshaking, liquefaction, landslide, lateral spreading, and unstable soil.	S	GEO-1: Prior to the issuance of any site-specific grading or building permits, the City's Building Department shall confirm that project plans have incorporated the recommendations of geotechnical report(s) to minimize seismic damage to the proposed structures and minimize potential impacts related to the presence of unstable soils including liquefiable soils, compressible soils, undocumented fill, expansive soils, and unstable slopes.	LTS
Impacts associated with differential settlement.	S	GEO-2: Following the completion of preliminary grading plans, the Applicant's Geotechnical Engineer of record shall provide estimates of differential settlements that would occur due to placement of fill and geotechnical recommendations for deep foundation designs, if deep foundations would be utilized. Prior to the issuance of any site-specific grading or building permits, the City's Building Division shall confirm that project plans have incorporated the estimates of differential settlements and recommendations of geotechnical report(s) to minimize damage from the settlement.	LTS
4.7 Greenhouse Gas Emissions			
<i>This topic was evaluated in the EIR. See Table 2.B.</i>			
4.8 Hazards and Hazardous Materials			
<i>This topic was evaluated in the EIR. See Table 2.B.</i>			

Table 2.A: Summary of Impacts and Mitigation Measures from Appendix B of the EIR (Initial Study)

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.9 Hydrology and Water Quality			
Impacts to water quality associated with construction activities.	S	Mitigation Measure HYD-1: Prior to performing deep soil mixing (DSM) for shoreline stabilization, sampling and analysis of soil and groundwater shall be performed near the shoreline of the project area to evaluate potential contamination in the subsurface that may be disturbed by DSM. The results of the sampling activities, proposed DSM plans, and detailed drawings of existing shoreline features shall be submitted to the San Francisco Bay Regional Water Quality Control Board (RWQCB) for review as part of the Clean Water Act Section 401 Water Quality Certification permitting process. The RWQCB would require avoidance measures to ensure that the project complies with all state water quality standards and minimizes impacts to waters of the State. Avoidance measures required by the Water Board would likely include, but not be limited to: 1. Performing daily visual water quality inspections for increases in turbidity and field measurements of nearshore surface waters for pH and conductivity. 2. Installation of physical barriers (e.g., silt curtains), as necessary based pre-construction sampling results and water quality monitoring results, to prevent potential localized impacts to water quality from spreading to surrounding water in the Bay. Measurements of pH and conductivity should be compared to objectives established by the RWQCB. If water quality monitoring indicates that water quality objectives are not being achieved, additional avoidance measures shall be implemented (e.g., installation of additional silt curtains).	LTS
Impacts to existing stormwater drainage systems due to site runoff.	S	HYD-2: The applicant shall perform an evaluation of the capacity of the City's existing storm drain system that would receive runoff from the project area to ensure that stormwater runoff from the proposed project would not contribute to exceeding the capacity of existing off-site stormwater drainage systems. The evaluation shall include inspection of the current condition of the City's existing storm drain system to evaluate whether there is damage and/or buildup of sediment/debris within pipes that could restrict flows. If the evaluation indicates that runoff from the project area could exceed the capacity of existing the City's storm drain system, modifications to the project drainage plans (e.g., increased on-site detention) and/or improving existing off-site stormwater drainage systems (e.g., cleaning/repairing/replacing pipes) shall be incorporated into the project design to eliminate the increased flood hazard. The evaluation of the capacity of the City's storm drain system shall be performed by a qualified professional engineer and submitted to the City for review and approval prior to issuance of building permits.	LTS

Table 2.A: Summary of Impacts and Mitigation Measures from Appendix B of the EIR (Initial Study)

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
Impacts to existing storm drainage facilities due to placement of fill and improvements over existing facilities.	S	HYD-3: The Applicant shall perform an evaluation of the current condition of the existing pair of 48-inch storm drain pipes beneath the sports facility site and their susceptibility to be damaged from proposed construction activities. The evaluation shall include inspection of the pipes for cracking and other deterioration that may require repair prior to the start of construction and an engineering evaluation of the load bearing capacity of the pipes and potential damage that could occur from settlement following the placement of fill material in the area of the pipes. The engineering evaluation shall determine whether the pipes are capable of withstanding the loads that would be exerted by construction equipment, fill material, and proposed improvements in the areas overlying the pipes, and shall provide recommendations for reinforcing and/or repairing the pipes, if necessary, to ensure that the proposed construction activities would not damage the pipes. Recommendations for reinforcing and/or repairing the pipes shall be implemented during project construction. The evaluation of the storm drain system shall be performed by a qualified professional engineer and submitted to the City for review and approval prior to issuance of grading or building permits for the sports facility site.	LTS
Impacts associated with placement of fill, structures and other improvements within a 100-year flood zone.	S	HYD-4: Following the preparation of preliminary grading plans and designs for the structures and other improvements on the sports facility site, a detailed hydraulic evaluation of post-project flooding conditions shall be performed using hydraulic modeling (i.e., HEC-RAS or similar program) to ensure that the proposed project, when combined with all other existing and anticipated development, would not impede or redirect flood flows such that it would increase the base flood elevation more than is allowed under the City floodplain ordinance. If hydraulic evaluation indicates that the proposed project could increase the base flood elevation by more than 1-foot anywhere in the vicinity, the project plans shall be modified (e.g., reducing the placement of fill or construction of levees) such that a subsequent hydraulic modeling demonstrates that the proposed project, when combined with all other existing and anticipated development, would not impede or redirect flood flows such that it would increase the base flood elevation by more than 1 foot. The hydraulic evaluation and project designs shall comply with all requirements of Section 15.80 of the City's Municipal Code. The detailed hydraulic evaluations shall be performed by a qualified professional engineer and submitted to the City for review and approval prior to issuance of grading or building permits. If the sports facility site is filled above the base flood elevation, as-built information for each structure shall be certified by a registered civil engineer or licensed land surveyor and provided to the City as part of an application for a letter of map revision based on fill (LOMAR-F), as required by Section 15.80 of the City's Municipal Code, prior to the City issuing occupancy permits for the sports facility site.	LTS

Table 2.A: Summary of Impacts and Mitigation Measures from Appendix B of the EIR (Initial Study)

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.10 Land Use and Planning			
<i>There are no significant impacts related to land use and planning.</i>			
4.11 Mineral Resources			
<i>There are no impacts related to mineral resources.</i>			
4.12 Noise			
<i>This topic was evaluated in the EIR. See Table 2.B.</i>			
4.13 Population and Housing			
<i>There are no significant impacts related to population and housing.</i>			
4.14 Public Services			
Impacts associated with increased demand for emergency fire and medical services compared to existing conditions.	S	PUB-1: Prior to issuance of any engineering or building permits, whichever permit is eligible to be issued first, the project applicant shall deliver written confirmation that the owner of the property has elected to annex the property into CFD 2017-1.	LTS
Impacts associated with increased demand for police service compared to existing conditions.	S	PUB-2: Prior to issuance of any engineering or building permits, whichever permit is eligible to be issued first, the project applicant shall deliver written confirmation that the owner of the property has elected to annex the property into CFD 2017-1.	LTS
4.15 Recreation			
<i>There are no significant impacts related to recreation.</i>			
4.16 Transportation/Traffic			
<i>This topic was evaluated in the EIR. See Table 2.B.</i>			
4.17 Tribal Cultural Resources			
<i>There are no significant impacts related to tribal cultural resources.</i>			
4.18 Utilities and Service Systems			
<i>There are no significant impacts related to utilities and service systems.</i>			

Source: LSA (2018).

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.1 Transportation and Circulation			
TRA-1: The addition of project traffic to the intersection of Harbor Street & East 10th Street (#9) would degrade side-street operations from LOS E to LOS F during the weekday AM peak hour under Existing Plus Project Conditions. The peak hour signal warrant is met at this intersection under Existing Plus Project Conditions.	S	TRA-1: The project applicant shall install a traffic signal at the intersection of Harbor Street & East 10th Street, prior to enrollment of the 7th grade students (which would be the third grade level to enroll at the school). The installation of a traffic signal would improve intersection operations to LOS C in the weekday AM peak hour, reducing the impact to a <i>less-than-significant</i> level.	LTS
TRA-2: The intersection of Harbor Street & California Avenue (#13) operates at LOS F under Existing Conditions in the weekday AM and PM peak hours. The additional of project traffic to the intersection would degrade intersection operations by more than 5.0 seconds during the weekday AM peak hour under Existing Plus Project Conditions.	S	TRA-2: The project applicant shall fund signal timing adjustments at the intersection of Harbor Street & California Avenue. The timing adjustments will be performed prior to the enrollment of the 7th grade students (which would be the third grade level to enroll at the school), and again when the school is fully occupied, as the timing requirements will change based on the change in traffic volumes generated by the school that use this intersection. Adjusting the signal timings at the intersection would result in an intersection delay value of 92.9 seconds in the weekday AM peak hour under Existing Plus Project conditions, eliminating the delay increase with the Project. This would reduce the impact to a <i>less-than-significant</i> level.	LTS
TRA-3: The side-street/entry operations at the middle (#18) and south (#19) project access intersections on Harbor Street operates at LOS F in the weekday AM peak hour under Existing Plus Project Conditions.	S	TRA-3: Implement Mitigation Measure TRA-15.	LTS
TRA-4: The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under existing conditions.	S	TRA-4: The project will pay the Regional Transportation Development Impact Mitigation Fee (the "RTDIM") to fund regional freeway system improvements including State Route 4 improvements. Because the project applicant and the City of Pittsburg do not control the funding, prioritization and construction of improvement projects, this impact would remain significant and unavoidable.	SU

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-5: The side-street of Harbor Street & East 10 th Street (#9) operates at LOS F under Near-Term Without Project Conditions during the weekday AM hour. The addition of project traffic to the intersection would degrade side-street operations by more than 30 seconds during the weekday AM peak hour under Near-Term Plus Project Conditions. The peak hour signal warrant is met under Near-Term Plus Project Conditions.	S	TRA-5: Implement Mitigation Measure TRA-1, which is a project impact mitigation. The project applicant shall install a traffic signal at the intersection of Harbor Street & East 10th Street prior to the enrollment of the 7th grade students (which would be the third grade level to enroll at the school). The installation of a traffic signal would improve intersection operations to LOS C in the weekday AM peak hour, reducing the impact to a <i>less-than-significant</i> level.	LTS
TRA-6: The intersection of Harbor Street & California Avenue (#13) operates at LOS F under Near-Term Without Project Conditions during the weekday AM and PM peak hours. The addition of project traffic to the intersection would degrade intersection operations by greater than 5.0 seconds during both the weekday AM and PM peak hours under Near-Term Plus Project Conditions.	S	TRA-6: Implement Mitigation Measure TRA-2. The Project Applicant shall fund signal timing adjustments at the intersection of Harbor Street & California Avenue. The timing adjustments will be performed prior to the enrollment of the 7th grade students (which would be the third grade level to enroll at the school), and again when the school is fully occupied, as the timing requirements will change based on the change in traffic volumes generated by the school traffic using this intersection. Adjusting the signal timings at the intersection would result in an intersection delay value of 95.6 seconds in the weekday AM peak hour and 55.2 in the weekday PM peak hour, under Near-Term Plus Project conditions. This improvement would eliminate the delay increase with the project; therefore adjusting the signal timings would reduce the impact to a <i>less-than-significant</i> level.	LTS
TRA-7: The side-street/entry operations at the middle (#18) and south (#19) project access intersections on Harbor Street operates at LOS F in the weekday AM peak hour under Near-Term Plus Project Conditions.	S	TRA-7: Implement Mitigation Measure TRA-15.	LTS
TRA-8: The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.	S	TRA-8: Implement Mitigation Measure TRA-4.	SU

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-9: The side-street of Harbor Street & East 10th Street (#9) operates at LOS F and D under Cumulative Without Project Conditions during the weekday AM and PM hours, respectively. The additional of project traffic would degrade side-street operations by more than 30 seconds during the weekday AM peak hour and degrade side-street operations from LOS D to LOS F during the weekday PM peak hour under Cumulative Plus Project Conditions. The peak hour signal warrant is met under Cumulative Plus Project Conditions.	S	TRA-9: Implement Mitigation Measure TRA-1, which is a project impact mitigation. The project applicant shall install a traffic signal at the intersection of Harbor Street & East 10th Street prior to the enrollment of the 7th grade students (which is the third grade level to enroll at the school). The installation of a traffic signal would improve intersection operations to LOS C and B in the weekday AM and PM peak hours, respectively, reducing the cumulative impact to a <i>less-than-significant</i> level.	LTS
TRA-10: The addition of project traffic to the intersection of Harbor Street & Central Avenue (#11) would degrade intersection operations from LOS B to LOS F during the weekday AM peak hour under Cumulative Project Conditions.	S	TRA-10: A traffic signal shall be installed at the intersection of Harbor Street & Central Avenue. The project's fair share, calculated as the project trips at the intersection divided by all traffic growth at the intersection, is 82 percent. The City has agreed to fund the remaining costs of the traffic signal installation. The installation of a traffic signal would improve intersection operations to LOS B, reducing the impact to a <i>less-than-significant</i> level..	LTS
TRA-11: The intersection of Harbor Street & School Street (#12) operates at LOS E and B under Cumulative Without Project Conditions during the weekday AM and PM peak hours, respectively. The addition of project traffic to the intersection would degrade intersection operations by greater than 5.0 seconds during the weekday AM peak hours under Cumulative Plus Project Conditions.	S	TRA-11: The project applicant shall restripe the westbound approach to provide one left-turn lane and one through/right-turn lane and install "LEFT TURN YIELD ON GREEN" signage on the eastbound and westbound approaches at the intersection of Harbor Street & School Street. The restriping of the eastbound approach would result in an intersection delay value of 59.2 seconds in the weekday AM peak hour. With this mitigation the weekday AM peak hour impact would be reduced to a <i>less-than-significant</i> level.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-12: The intersection of Harbor Street & California Avenue (#13) operates at LOS F and E under Cumulative Without Project Conditions during the weekday AM and PM peak hours, respectively. The addition of project traffic to the intersection would degrade intersection operations by more than 5.0 seconds during the weekday AM peak hours under Cumulative Plus Project Conditions.	S	TRA-12: A southbound right-turn pocket shall be constructed at the intersection of Harbor Street and California Avenue. The project's fair share, calculated as the project trips at the intersection divided by all traffic growth at the intersection is 68 percent. The City has agreed to fund the remaining costs of the right-turn pocket improvement. Construction of the right-turn pocket improvement at the intersection would result in an intersection delay value of 95.3 seconds in the weekday AM peak hour. With this mitigation the weekday AM peak hour impact would be reduced to a <i>less-than-significant</i> level..	LTS
TRA-13: The side-street/entry operations at the middle (#18) and south (#19) project access intersections on Harbor Street operates at LOS F in the weekday AM Peak hour under Cumulative Plus Project Conditions.	S	TRA-13: See Mitigation Measure TRA-15.	LTS
TRA-14: The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions. The project makes a cumulatively considerable contribution to this significant cumulative impact.	S	TRA-14: Implement Mitigation Measure TRA-4.	SU

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-15: Left-turn pocket warrants are satisfied for the two entry driveways on Harbor Street. Not providing left-turn pockets could increase hazards due to a design feature, resulting in a significant impact.	S	TRA-15: - The project applicant shall reconstruct Harbor Street along the project frontage to provide one northbound through lane and a northbound median that would be converted to left-turn pockets at intersections, as further described below in combination with other site access changes. - The project applicant shall install a traffic signal at the southern project driveway on Harbor Street with 200 feet of storage plus a 90 foot taper to provide a protected left-turn movement into the project site. This could be a partial signal such that northbound traffic does not stop. The installation of a traffic signal would improve intersection operations to LOS B in the weekday AM peak hour under Cumulative Plus Project Conditions. The timing of the signal installation shall be prior to the enrollment of the 7th grade (which would be the third grade level to enroll at the school). - The project applicant shall modify the design of the center driveway on Harbor Street to provide one entry lane, one right-turn exit lane and one left-turn exit lane, and one northbound left-turn pocket with 100 feet of storage plus a 90-foot taper. As part of the median improvements, install a receiving lane for eastbound left-turn traffic such that vehicles exiting the site only need to cross one direction of travel at a time. The restriping of the eastbound approach would result in a side-street delay value of 45.7 (LOS E) seconds in the weekday AM peak hour under Cumulative Plus Project Conditions. - At the northern-most project driveway on Harbor Street, the project applicant shall install a receiving lane for eastbound left-turn traffic such that vehicles exiting the site only need to cross one direction of travel at a time. - At the Harbor Street at East 3rd Street intersection, the project applicant shall install a traffic signal that is interconnected with the traffic signal at the southernmost driveway. Signal timing can be used to meter the flow of northbound traffic along Harbor Street to provide gaps in northbound vehicle flow to allow for periods of driveway clearing. Gaps for southbound travel could be provided by installing a full traffic signal at the southernmost driveway (TRA-15B). The timing of the signal installation shall be prior to the enrollment of 7th grade students (the third grade to enroll at the school).	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-16: On-site vehicle queues could extend to Harbor Street if drop-off/pick-up vehicle arrivals are concentrated around bell times as school enrollment reaches maximum capacity, which could result in on-site vehicle queues extending to Harbor Street, creating a hazard for through traffic, resulting in a significant impact.	S	TRA-16: To reduce the potential for on-site vehicle queues to extend to the public right-of-way, operations of the drop-off/pick-up areas should be monitored as the enrollment levels increase and potential transportation demand management strategies implemented to minimize vehicle queues, which could include: • Implement school bus program • Provide before school and after school activities to disperse drop-off/pick-up activities • Encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized “walk pools” and “ride pools”, identification of preferred routes to school, walk and bike gear incentives, and/or other strategies • Provide off-set arrival and departure times for different grade ranges of reduce entry and exit conflicts at shared driveways • Encourage carpooling Implementation of this measure would reduce the potential impact to a <i>less-than-significant</i> level.	LTS
TRA-17: Insufficient details are provided related to the proposed design of the Class I facility along the project frontage to determine if potential conflicts might exist. Additionally, implementation of Mitigation Measure TRA-15 could interfere with planned facilities on Harbor Street between East 8th Street and East 3rd Street, creating a potential conflict with an existing plan, resulting in a significant impact.	S	TRA-17: Incorporate into the final project design connections of the proposed Class I trail (design to be determined at the City’s direction) along the eastern edge of the project site to existing bicycle and pedestrian facilities on Harbor Street and East 8th Street. Trail crossing treatments should be provided across the project driveways, which should maintain a consistent elevation of the bicycle/pedestrian travel way across the driveway zones. Additionally, incorporate into the final design of the Harbor Street project frontage incorporation of Class II or IV bicycle facilities – to accommodate Class IV bicycle lanes within the existing right-of-way, one southbound through lane may need to be removed. Should this lane be removed, the northbound left-turn pocket into the site at the southernmost driveway would need to be extended to 350 feet to accommodate the vehicle queues under that scenario. To accommodate Class II facilities, vehicular travel lanes may need to be reduced. Implementation of this measure would reduce the bicycle impact to a <i>less-than-significant</i> level.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-18: There is an existing Tri-Delta Transit bus stop along the project frontage on eastbound East 3rd Street, and just west of the project site on westbound East 3rd Street. These stops may need to be relocated and enhanced to function adequately with the new project driveways and to optimally serve new student riders. This could be a potentially significant impact.	S	TRA-18: Consult with Tri-Delta Transit to determine if the location of the existing bus stop on eastbound East 3rd Street should change, and if new stop(s) should be added on northbound and southbound Harbor Street, with implementation of the project. If relocated or new bus stops are needed, they should be identified on the project design documents, and designed to Tri-Delta Transit specifications. The stops should be located optimally relative to the proposed site driveways (i.e., far-side preferred). This mitigation measure would reduce the impact to a <i>less-than-significant</i> level.	LTS
TRA-19: The potential for parking spillover during all-campus events into the surrounding areas where sidewalks are not complete may create hazardous conditions for pedestrians.	S	TRA-19: Develop a parking management plan that includes provisions for identifying off-site parking locations in the proximity of the project, such as at the sports complex or other possible shared parking arrangements, monitoring of parking conditions during large events, and adjusting procedures to minimize parking demand spillover to the adjacent neighborhood. Implementation of this measure would reduce the potential impact to a <i>less-than-significant</i> level.	LTS
TRA-20: Full operation of the sports facility proposed for project Phase 2 may require additional lane capacity at the intersection of Harbor Street/East 3rd Street/Driveway A and at East 3rd Street/Driveway B (Preferred Location 1), to adequately serve peak traffic flows on weekday evenings and on weekends.	S	TRA-20: Prior to completion and occupancy of project Phase 2, provide the following intersection improvements: - Add eastbound left turn lanes on East 3rd Street at Driveway A/Harbor Street and at Driveway B (Preferred Location 1) - the northbound approach at the intersection of Harbor Street & East 3rd Street to provide separate left turn and through/right turn lanes.	LTS
TRA-21: Insufficient details are provided related to the project Phase 2 site design for bicycle and pedestrian facilities both internal to the site and external connections to off-site facilities. If insufficient facilities are provided, this would create a potential conflict with the City of Pittsburg 2020 General Plan policies regarding safe and efficient pedestrian circulation (refer to policies 7-P-33 and 7-P-34), resulting in a significant impact.	S	TRA-21: Incorporate into the final project design high-quality sidewalks and/or a separated multi-use path along the site frontage, including connections to the west and north via best-practice crossings at Harbor Street/ East 3 rd Street/Driveway A and East 3 rd Street/Driveway B (Preferred Location 1). The design should also provide for safe and convenient pedestrian and bicycle circulation within the site. Refer also to Mitigation Measure TRA-18. Implementation of this measure would reduce the bicycle impact to a <i>less-than-significant</i> level.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
TRA-22: There is an existing eastbound Tri-Delta Transit bus stop along the project Phase 1 (school site) frontage, and a westbound Tri-Delta Transit bus stop just west of the Phase 2 (sports facility) site. Insufficient design details are provided for project Phase 2 to evaluate if this phase conflicts with access to these transit facilities. This could be a potentially significant impact.	S	TRA-22: Consult with Tri-Delta Transit to determine if the location of the existing bus stops should change and other design details should be incorporated (such as provision of an adequate landing, shelters, etc.) into a final site plan for project Phase 2, to safely and efficiently serve bus ridership associated with the sports facility. If any changes are needed, construction of relocated bus stop(s) shall be to Tri-Delta Transit specifications. See also Mitigation Measure TRA-19. This mitigation would reduce the impact to a <i>less-than-significant</i> level	LTS
TRA-23: The potential for parking spillover during regular operations of the sports facility, as well as during less frequent peak-attendance events, where sidewalks are not complete may create hazardous conditions for pedestrians.	S	TRA-23: As part of the detailed site design for project Phase 2, the project applicant shall prepare a detailed parking demand assessment for regular operations (weekday evening and weekends), and will revise the proposed parking supply for the site to meet expected parking demand. The project applicant shall also develop a parking management plan that includes provisions for identifying off-site parking locations in the proximity of the project, such as at the school site, to serve demand during peak-attendance events; monitoring of parking conditions during these events; and adjusting procedures to minimize parking demand spillover to the adjacent neighborhood. Implementation of this measure would reduce the potential impact to a <i>less-than-significant</i> level.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.2 Air Quality			
AIR-1: Construction of the proposed project would generate air pollutant emissions that could violate air quality standards.	S	Required Measure AIR-1: In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures shall be implemented: • 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 tracked-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. • A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.3 Greenhouse Gas Emissions			
GHG-1: The proposed project could generate substantial greenhouse gas emissions from construction, area and mobile sources, as well as indirect emissions from sources associated with energy consumption.	S	GHG-1a: Prior to issuance of a building permit, the project applicant shall submit to the Planning Division a Greenhouse Gas Reduction Plan referencing project design details and specifications to document implementation and compliance with the following emission reduction measures. Implementation of the following measures is considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project: • Install programmable thermostat timers and smart meters. • Develop Basis of Design (BOD) documents, commissioning plans, and commissioning reports for HVAC systems. Perform functional performance testing and system operations training. • Install energy efficient appliances and high-efficiency electric hot water heaters. • Convert public-street and area lighting to LED lighting adjacent to the project site. • Provide electric vehicle (EV) chargers in parking lots. • Implement transportation demand management measures, which could include: implement a school bus program; provide before school and after school activities to disperse drop-off/pick-up activities; encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized “walk pools” and “ride pools”; identification of preferred routes to school, walk and bike gear incentives, and/or other strategies; provide off-site arrival and departure times for different grade ranges to reduce entry and exit conflicts at shared driveways; and encourage carpooling. • Provide necessary infrastructure to allow use of 50 percent recycled water for outdoor irrigation. • Use water-efficient landscape irrigation systems, reduce turf in landscapes and lawns, and plant native or drought-resistant trees. • Prohibit gas powered landscape equipment and install outdoor electrical outlets.	SU

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
GHG-1 <i>Continued</i>		• Use low volatile organic compound (VOC) architectural coatings. • Require cool roof materials (albedo >= 30) or install green roofs or rooftop photo-voltaic panels. • Maximize interior day light. • Install rainwater collection systems. • Restrict the use of water for cleaning outdoor surfaces/prohibit systems that apply water to non-vegetated surfaces. • Plant shade trees within 40 feet of the south side or within 60 feet of the west sides of properties. • Create new vegetated open space. • Participate in any recycling and composting services offered through Mt. Diablo Resource Recovery. • Participate in any food waste and green waste curb-side pickup service offered through Mt. Diablo Resource Recovery.	
		GHG-1b: The project applicant shall purchase 14,626 tons in carbon credits from CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR), or other similar carbon credit registry determined to be acceptable by the BAAQMD. Evidence of the purchase shall be provided to the City prior to project occupancy.	LTS
4.4 Noise			
NOI-1: The proposed project would locate school land uses in an area that is considered a conditionally acceptable noise environment based on the City's Noise and Land Use Compatibility Guidelines for school land uses	S	NOI-1: Building design shall implement the following measures in order to reduce interior noise impacts in compliance with State noise standards: • In order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all buildings. • All windows and glass doors shall be rated STC 24 or higher such that the noise reduction provided will satisfy the interior noise standard of 45 dBA CNEL. • All vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
NOI-2: Noise from construction activities at the project site would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	S	NOI-2: The project contractor shall implement the following measures during construction of the project: - Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. - Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site. - Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction. - Ensure that all general construction related activities are restricted to 8:00 a.m. and 5:00 p.m. - Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem. The contact information for the disturbance coordinator shall be posted in a manner such that it is visible to the general public during the entire duration of construction. - The project contractor shall develop a construction haul route plan for review and approval by the City prior to initiating construction, consistent with General Plan Policy 12-P-10, to reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes and restrict truck travel times in sensitive areas.	LTS

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
4.5 Hazards and Hazardous Materials			
HAZ-1: The disturbance of potentially contaminated soil on the campus site could release hazardous materials into the environment.	S	HAZ-1: The Applicant shall coordinate with DTSC regarding the findings of recent and past environmental investigations to determine whether additional investigation, remediation, or soil management requirements may be necessary prior to allowing the campus site to be developed as a school facility. The coordination with DTSC shall include the identification of the appropriate numerical thresholds for further assessment or remedial action at the campus site. At a minimum, a Soil Management Plan (SMP) shall be developed for the construction of the campus site that shall include procedures for evaluating, handling, storing, testing and disposing of soil generated during project excavation and grading activities. Materials generated from excavation and grading activities throughout the campus site shall be tested for potential contaminants, and the analytical results shall meet applicable regulatory screening levels in order to re-use the materials as fill on-site. The SMP shall also include guidelines for the testing and acceptance of fill materials to be imported to the campus site. The SMP shall be submitted to DTSC for review and approval. Soil management activities shall be documented in a completion report to be submitted to DTSC for review. The SMP and completion report shall be prepared by a certified environmental professional.	LTS
HAZ-2: Construction of structures in areas where VOC contamination is present in the subsurface could potentially expose future site occupants to hazardous materials in indoor air and/or allow soil gas to migrate along preferential pathways.	S	HAZ-2: Soil vapor mitigation systems shall be designed, installed, operated and maintained in proposed structures under the oversight of DTSC unless additional investigation of soil gas and groundwater conditions is performed in the Soil Management Area under DTSC oversight, and an evaluation under DTSC oversight of the results of the additional investigation and past investigations demonstrates that vapor intrusion does not pose an unacceptable health risk for future site occupants based on current environmental screening levels and/or an updated human health risk assessment for the evaluation of vapor intrusion to indoor air.	

Table 2.B: Summary of Impacts and Mitigation Measures from the Resource-Specific Chapters in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance With Mitigation
HAZ-3: Construction period activities could result in accidental releases of hazardous building materials that could result in impacts to construction workers, the public, and/or the environment.	S	HAZ-3: Prior to demolition activities, a Hazardous Building Materials Survey (HBMS) shall be performed by an appropriately certified environmental professional which shall identify whether ACMs, PCBs, LBP, or other hazardous materials are present in the existing structure on the project site. Specification for the abatement and disposal of identified hazardous materials in accordance with applicable regulations shall be prepared by an appropriately certified environmental professional. The HBMS and abatement specifications shall be submitted to the City for review and approval prior to the start of abatement activities. Abatement activities shall be performed by appropriately certified personnel in accordance with all applicable laws and regulations and documented in a Closeout Report prepared by an environmental professional who shall oversee the abatement activities. The Closeout Report shall be submitted to the City for review and approval prior to the issuance of a demolition permit.	LTS
HAZ-4: The proposed project could result in accidental releases of hazardous materials into the environment and exposure of the public to hazardous materials due to the presence of contaminated soil and groundwater on the sports facility site.	S	HAZ-4: The Applicant shall engage with DTSC or the Regional Water Board to provide oversight of additional investigation and remediation of contamination on the sports facility site. All documentation of previous environmental investigations/remediation for the properties within the sports facility site shall be provided for regulatory agency review. Additional investigation, remediation, and soil and groundwater management on the sports facility site shall be performed under regulatory agency oversight. The Applicant shall demonstrate to the City that regulatory agency approval has been provided for the proposed development of the sports facility site prior to the City issuing grading or building permits for the sports facility site.	LTS

Source: LSA (2018).

3.0 PROJECT DESCRIPTION

This chapter describes the proposed Pittsburg Making Waves Academy Charter School Project (proposed project) that is evaluated per the California Environmental Quality Act (CEQA) and is the subject of this EIR. An overview of the project area, project background, and project objectives is followed by a description of the proposed project and a summary of the anticipated adoption and implementation process and intended uses of the EIR. The proposed project includes three components that would be developed in two phases: the first phase would include the removal of the berm on the eastern portion of the project area and the design and construction of a new Making Waves Academy (campus), and is analyzed at the project-level; and the second phase would be the design and construction of a new sports facility to support the campus which is analyzed at a program-level as it is still undergoing design. The City of Pittsburg (City) is the CEQA Lead Agency.

3.1 PROJECT SITE

The following section describes the project's local and regional context and existing characteristics.

3.1.1 Project Location and Access

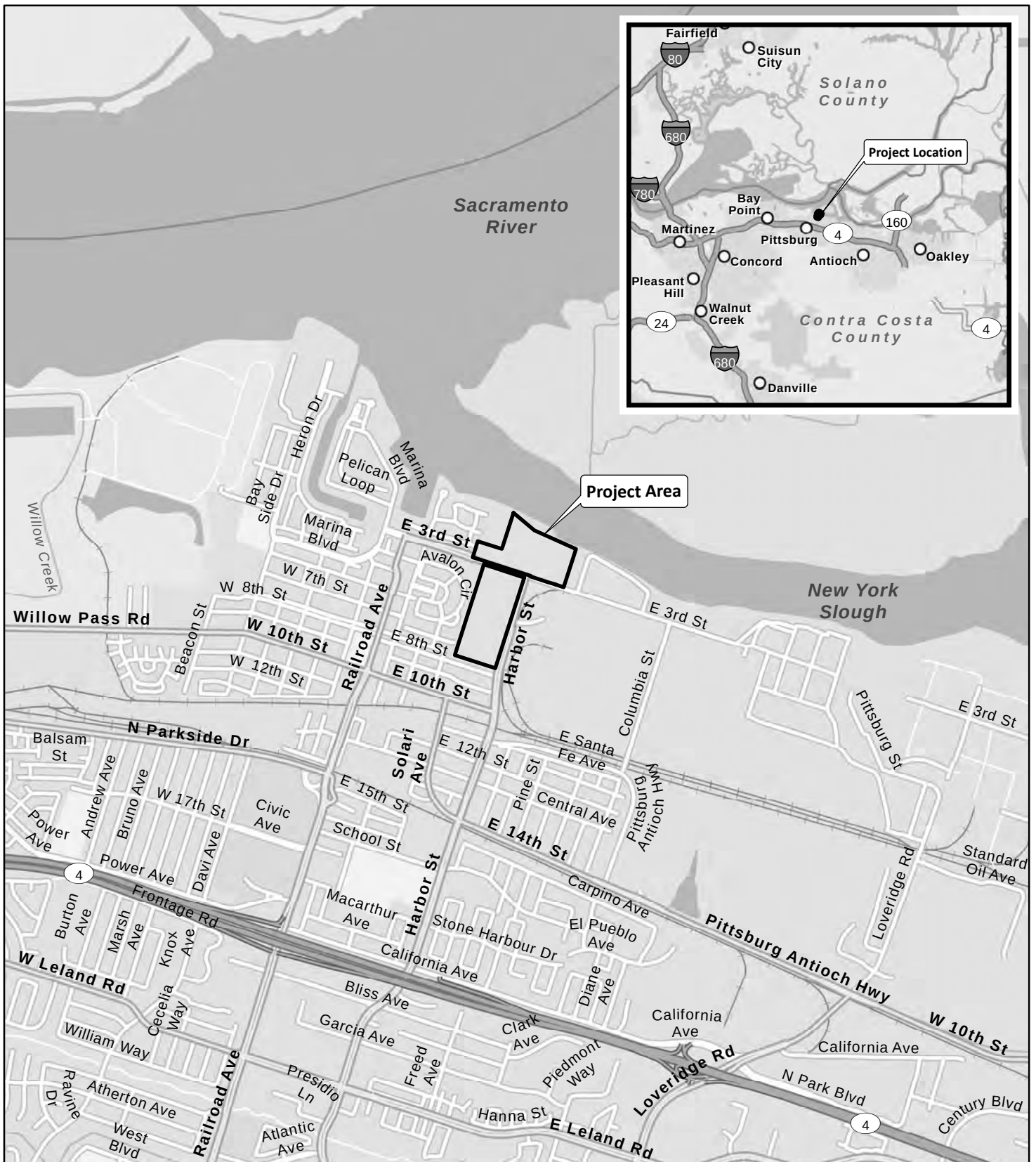
The approximately 37.98-acre project area consists of seven individual parcels located between 374 and 798 East 3rd Street within the City that are further divided into two sites on either side of East 3rd Street. Pittsburg is located approximately 40 miles northeast of San Francisco, in the northern portion of Contra Costa County. The project area is located along the New York Slough, which feeds into Suisun Bay. The project area is bounded by the New York Slough to the north, industrial uses to the east, and park and residential uses to the south and west.

Regional vehicular access to the project area is provided by State Route 4 (SR 4), via the Harbor Street/Railroad Avenue on- and off-ramps located to the south. Direct local access is provided via Harbor Street adjacent to the project area, Cumberland Street approximately 0.2 miles to the west, and Railroad Avenue approximately 0.3 miles to the west. Figure 3-1 depicts the project area's regional and local context. Figure 3-2 depicts the project area and its vicinity via an aerial photograph.

3.1.2 Surrounding Land Uses

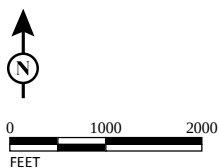
The project area is located in downtown Pittsburg along the New York Slough, which connects the San Joaquin River to Suisun Bay and the Carquinez Strait. The project area is bound to the north by the New York Slough and Browns Island, which is part of the Browns Island Regional Shoreline. Further north are unincorporated lands of Solano County.

To the east, the project area is bounded by Harbor Street, industrial uses, including automobile repair services, shipping and receiving, and an energy substation. Further east are additional industrial uses, including a large steel manufacturing plant. To the south, the project area is bounded by the 8th Street Greenbelt, a 10-block linear park owned by the City, and East 8th Street. Further south are residential, commercial, and light industrial uses, as well as Burlington Northern Santa Fe (BNSF) railroad tracks. To the west, the project area is bounded by residential uses, as well as the City's Old Town District.



LSA

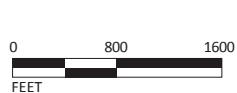
FIGURE 3-1





LSA

FIGURE 3-2



 Project Site

SOURCES: GOOGLE EARTH, 4/2/18; LSA, 2018.

I:\PIT1801 Making Waves\figures\Fig_3-2.ai (7/31/18)

Pittsburg Making Waves Academy Charter School Project EIR
Aerial Photograph of Project Area and Surrounding Land Uses

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3.1.3 Site Characteristics and Current Site Conditions

The project area (consisting of Assessor's Parcel Numbers [APN] 073-010-002, 073-010-003, 073-010-004, 073-010-005, 073-010-008-8, 073-010-013 and 073-050-001) is divided into two distinct sites: (1) the campus site, located south of East 3rd street, which includes APN 073-050-001; and (2) the sports facility site, which includes all the parcels within the project area north of East 3rd Street. The following describes each of the sites in further detail. Figure 3-3 shows the existing property ownership.

3.1.3.1 Campus Site

Existing conditions in the project area are shown on Figure 3-4. The campus site was formerly occupied by Johns Manville from approximately 1925 to the mid-1980s, and was developed and primarily used for the production of asbestos-cement products, asphalt roofing materials, and asbestos-containing pipe coverings. A series of four asphalt stills were used in the manufacturing operations to convert heavy oil to asphalt. Off-gas vapors for the stills were collected, condensed and mixed with water to form an oil-water slurry that was discharged to an evaporation pond in the south eastern portion of the site. The evaporation pond was filled with scrap and construction debris, and was then used for parking and equipment storage. Remedial activities occurring under State of California Department of Toxic Substances Control (DTSC) oversight between July 2006 and January 2008 included the excavation of approximately 71,000 cubic yards of asbestos-containing materials (ACMs) and 22,000 cubic yards of soils impacted by total petroleum hydrocarbons (TPH) in accordance with the Remedial Action Plan (RAP) approved by DTSC. Approximately 10,500 cubic yards of ACM-affected soil and 18,000 cubic yards of TPH-affected soils were disposed off-site. The remaining 60,600 cubic yards of ACM-affected soil and 4,000 cubic yards of TPH-affected soils were placed in an engineered containment berm located on the eastern boundary of the campus site.

The berm was constructed by excavating a trench approximately 10 feet below ground surface (bgs) beneath its entire length. The bermed area is comprised of the north and south berms, which are separated to allow for access to the site directly from Harbor Street. The ACM-affected soil was placed in the below grade portions of the berms and the TPH-affected soil was placed on top of the ACM-affected soil. The berms were capped with a geotextile fabric and two feet of clean cover soil. A sprinkler system was installed on the berms to keep them vegetated. The site has received case closure from DTSC.

At the direction of DTSC, a Covenant to Restrict Use of Property – Environmental Restriction (Covenant) was recorded on the campus site. As part of the Covenant, the bermed area shall not be used for: (1) a residence, including mobile home or factory-built housing, constructed or installed for use as a residential human habitation; (2) a hospital for humans; (3) a public or private school for persons under 21 years of age; (4) a day care center for children; or (5) raising of food such as cattle or food crops. The remainder of the campus site is approved for residential development.

Aside from the bermed area, the balance of the campus site is generally level and is approximately 15 feet above mean sea level (msl). The site is currently vacant and contains ruderal vegetation including low-lying grasses. Existing conditions for the campus site are depicted in Figure 3-4. This site is currently owned by the project applicant.

3.1.3.2 Sports Facility Site

The sports facility site, existing conditions for which are also shown on Figure 3-4: Existing Project Area Conditions, was previously used for petroleum coke storage for loading to the off-site wharf on the New York Slough from approximately 1960 until 2009. Petroleum coke was stored in multiple areas throughout the sports facility site. Above-ground and subsurface mechanical conveyance systems transported the petroleum coke from the stockpiled areas to the wharf. The sports facility site included a 1-million-gallon above ground storage tank, a warehouse, a motor shop, and offices until they were demolished after 2012. Petroleum coke storage and marine loading operations were ceased in July of 2009. The sports facility site is under the supervision of the Regional Water Quality Control Board (RWQCB).

There are six parcels which would comprise the sports facility site. Four are currently owned by the City and two by the applicant, as shown on Figure 3-3. The acquisition of the properties from the City is part of the project and discretionary approvals are needed from the City for this portion of the project to move forward. There is also a BNSF Railroad spur that crosses through the sports facility site that would be abandoned and included as part of the project.

The generally level sports facility site is approximately 7 feet above msl. The sports facility site is within the 100-year flood zone as mapped by the Federal Emergency Management Agency (FEMA), and the National Wetlands Inventory (NWI) identifies wetlands adjacent and north of the site, bordering the New York Slough. Additionally, an approximately 312-square-foot perennial wetland is located on the northwestern corner. The sports facility site includes a vacant corrugated metal building located near the center of the site. A large, trapezoid shaped asphalt-paved area is present on the eastern portion of the site with a concrete curb bordering the northern portion. Another concrete pad is located in the southeastern portion of the sports facility site with recessed steel beams present.

3.1.4 Local Land Use Regulations

The campus site is currently designated Downtown Medium Density Residential with a small portion of the northern end designated as Downtown Commercial in the City's General Plan Land Use Diagram. Downtown Medium Density Residential allows for residential development at densities ranging from 12 to 18 units per gross acre, with dwelling types including attached or detached single-family townhouses, garden apartments, and other forms of multi-family housing. Downtown Commercial accommodates specialty retail, personal services, restaurants, offices, financial organizations, institutions, and other businesses serving the daily needs of residents with a maximum allowable Floor Area Ratio (FAR) of 1.0 for non-residential uses. Neither designation prohibits schools or sports facilities.

The campus site is primarily within the Downtown Medium-Density Residential with Limited Overlay zoning district (RMD-O), and public schools are an allowable use under this district. All school facilities on the campus site are within the RMD-O. Some parking and landscaping would be located on a small portion of the northern edge of the campus site within the Pedestrian Commercial (CP) zoning district.

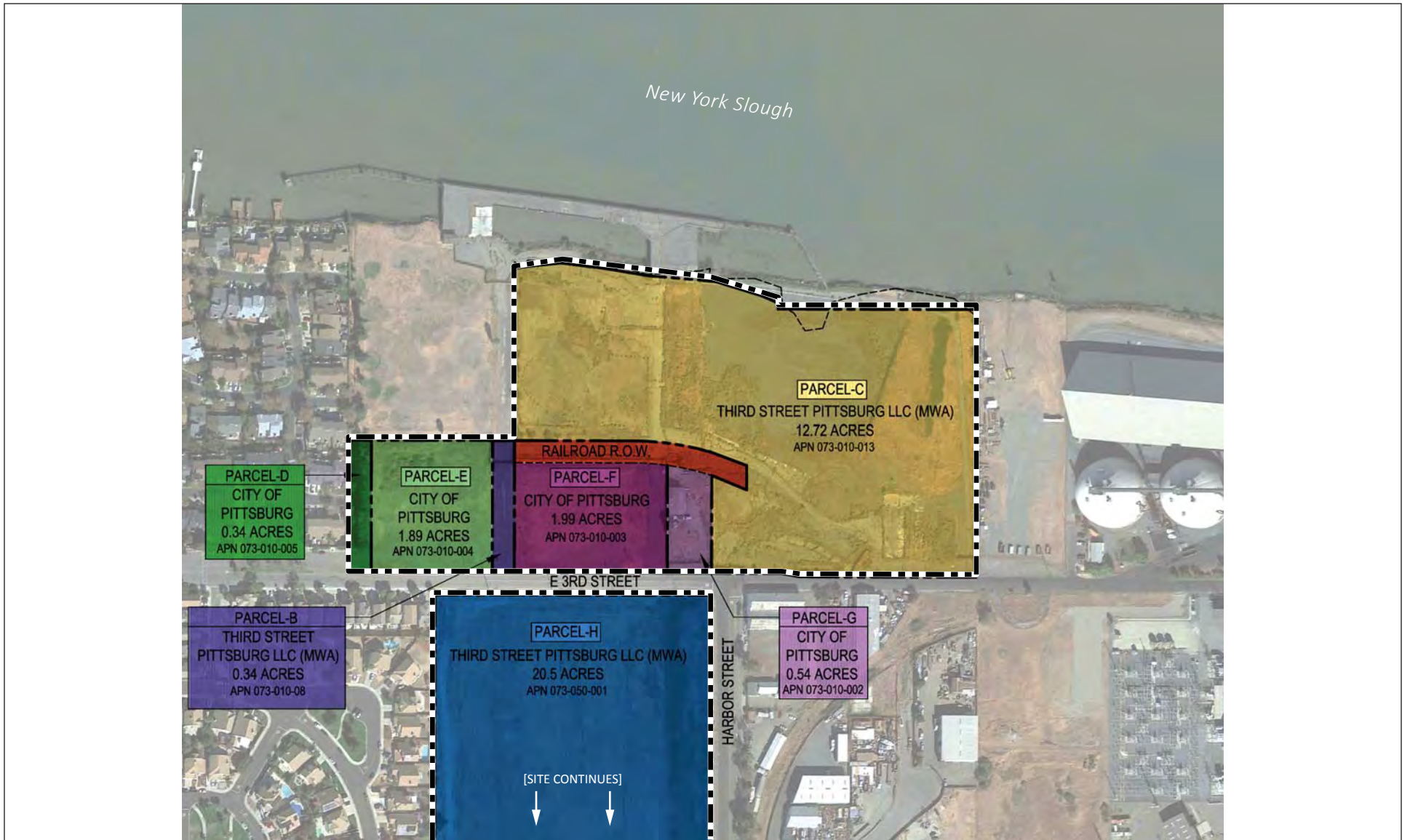


FIGURE 3-3

LSA

NOT TO SCALE



Project Site

Pittsburg Making Waves Academy Charter School Project EIR
Existing Property Ownership Diagram

SOURCE: STUDIO BONDY ARCHITECTURE, AUGUST 2018.

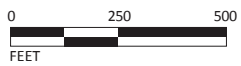
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FIGURE 3-4

LSA



SOURCE: STUDIO BONDY ARCHITECTURE, SEPTEMBER 2018.

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The sports facility site is currently designated Marine Commercial, Park, and Industrial on the City's General Plan Land Use Diagram. The Marine Commercial designation allows for recreational facilities with a maximum allowable FAR of 0.5. The Park designation allows for recreation facilities with ancillary facilities such as concession stands, clubhouses, and equipment rental. The western portion of the sports facility site is within the Waterfront Commercial (WC) zoning district, which provides opportunities for commercial development that enhances the City's waterfront, that serves as an attraction for residents and visitors, and that incorporates services that are related to the waterfront. The eastern portion of the sports facility site is within the General Industrial (IG) zoning district. The IG zoning district provides sites for intense industrial uses on large parcels occupied or directly adjacent to existing heavy industrial uses. Parks and recreation facilities are allowable uses with a conditional use permit in the WC and IG zoning districts.

3.2 PROJECT OBJECTIVES

For the purposes of this review of the proposed project, the following are the objectives of the proposed project:

- Provide a school campus that serves children from kindergarten through the 12th grade;
- Construct educational facilities that meet current needs and that are flexible enough to meet future needs;
- Provide state-of-the-art facilities that support core and extra-curricular educational and athletic activities for students;
- Provide high-quality local jobs for California teachers and educational staff;
- Provide for the ability to have state-of-the-art sports facilities that allow students to train for and participate in scholastic athletic competitions;
- Create a campus that allows students to advance from kindergarten through 12th grade in one place, but provides appropriate physical separation between children of different ages;
- Provide adequate on-site vehicular circulation space to accommodate drop-off and pick-up queues;
- Create a school large enough to offer a wide range of academic courses that support students of all abilities and interests; and
- Provide opportunities to maximize the use of the sports facilities by the City to assist in meeting the unmet community demand for fields, sports courts and pool facilities.

3.3 PROPOSED PROJECT

The following describes the two phases of the proposed project: Phase 1 on the campus site, the removal and remediation of the berm and construction of a kindergarten through 12th grade school, and Phase 2 on the sports facility site, the design and construction of sports facilities to support the

Making Waves Academy. In total, the new school campus would serve approximately 2,000 students and include 220 staff. The new school campus would generally continuously operate from 7:00 a.m. to 6:30 p.m. Monday through Friday with some activities in the evening and on weekends. The proposed project would include open space, circulation and parking, infrastructure, soil remediation, and grading improvements on both sites. It is anticipated that the sports facility would be located on one or more of the parcels that comprise the sports facility site and would be leased to the school operating the campus site.

The elements of the proposed project are more fully described below. The berm removal and construction of the new school campus are specifically identified and will be fully evaluated in this EIR at a project level. Development of the sports facility is conceptual at this time, and will be evaluated at a program level.

3.3.1 Berm Removal

The first activity in site preparation would be to remove the berm on the eastern portion of the campus site. This work would be done under the oversight and approval of the DTSC. The estimated volume of in-place waste soil expected to be excavated and disposed of off-site is 64,000 cubic yards (about 110,000 tons). The initial phase of this excavation would consist of grubbing of the berm to remove existing vegetation and clean overburdened soil, which would be stored on site. The underlying ACM-affected and TPH-affected soils present in the berm area would be excavated and placed in high-sided open top trucks lined with polyethylene sheeting, or suitable equivalent (as approved by DTSC). When the truck is full, the polyethylene liner would be folded over the top of the soil to completely encapsulate the soil. The trucks would proceed to a decontamination station to have the truck wheels cleaned prior to leaving the project area, whereupon the truck would transport the soil to an off-site Class II asbestos-permitted landfill for disposal. Excavation of the affected soil would continue until undisturbed native soils are reached horizontally and vertically within the former soil containment trench. Disturbance of native underlying soil would be avoided to the greatest extent feasible. After removal of the asbestos- and petroleum hydrocarbon-affected soil, verification testing would be conducted to confirm that the excavation is complete. Once confirmed, the trench excavation would be backfilled with the stockpiled clean berm cover soil and import materials.

Workers and the public in the project vicinity would be protected through worker safety programs, including health and safety plans for handling hazardous materials and an Emergency Response Plan. An independent site-wide safety officer, empowered with authority to stop work, would oversee the work to confirm that health and safety requirements are met. During excavation activities, an environmental professional with proper regulated asbestos containing material (RACM) management certifications would be present to observe exposed conditions and the excavated soil.

Prior to the start of excavation activities, a designated work area in the eastern portion of the campus site (the "Regulated Area") would be delineated around the containment berm using high fencing (up to 16 feet high) equipped with visual screens and plastic wind barriers. The Regulated Area would have openings for trucks entering the zone for loading, for worker ingress and egress, and for trucks exiting the decontamination area and manifest control station prior to leaving the project area.

Dust control measures, including wetting, street sweeping, on-site speed limits, and cleaning of equipment prior to exiting the site, would be implemented. Asbestos air monitoring would be conducted at the project area boundaries and at potential on-site emission areas during all asbestos-containing soil disturbance activities.

Soil removal activities and excavation backfilling operations would take approximately 16 weeks to complete, including contractor mobilization and set-up, remediation activities, backfilling operations and contractor demobilization. The estimated volume of in-place waste soil expected to be excavated and disposed of off-site is 64,600 cubic yards (about 110,000 tons). An estimated 5,500 truck exiting trips will be required for hauling and disposal of the contaminated material. A lower number of truck entering trips would be required to bring clean import fill to the site for backfilling of the excavated trenches, because: 1) the above-grade berm portion of the encapsulated soil area is being eliminated; 2) some topsoil on the existing berm will be stockpiled and re-used on site for backfilling; and 3) the final grade is significantly lower than the current berm elevation. It is estimated that the amount of clean import fill needed to backfill the excavated trenches would be equal to the volume that can be transported in approximately 4,580 truck trips. It is likely that a portion of these entering truck trips would be the return leg of round trips taken by trucks exiting the site with material for disposal. Because the location of disposal and the sources of import fill have not been identified at this stage, it is impossible to compute with certainty the number of total truck round trips that will be required to complete the berm removal and backfilling element of the project. It is reasonably estimated, however, that 25 percent of the truck trips for hauling contaminated soil for disposal offsite can likely be combined with truck trips hauling import fill to the site, so that the berm removal and backfilling is likely to require total truck round trips in the approximate range of 8,700 trips.

3.3.2 Campus Building Program

The campus site would be developed with a new school campus that would serve students in kindergarten through 12th grade. Three distinct campuses would be constructed to house the Elementary, Middle, and High School programs, each of which is described below. In total, the campus site would include five two-story classroom buildings and two double gymnasiums for a total of approximately 399,612 square feet of buildings, as well as outdoor student space. Figure 3-5 shows a conceptual site plan for the campus site. The Middle School portion of the campus would open in the fall of 2020, and would start with the 5th and 6th grades. An additional grade would be added on an annual basis until 2026, at which point the campus would include grades 5 through 12. Kindergarten and first grade are expected to start in the fall of 2022 or 2023, and would also add one grade a year until all grades from kindergarten through 12th are present on the campus site. Students and staff would also have access to the California Theatre, located west of the project area, for use for a school theatre program.

3.3.2.1 Elementary School

The Elementary School campus would include a two-story, approximately 49,691-square-foot classroom building that would be approximately 34 feet in height on the southern portion of the campus site. The Elementary School classroom building would include 13 classrooms, two student common areas, a multi-purpose room, a kinder clubhouse, administrative spaces, teachers' lounges, office spaces, and other auxiliary spaces including bathrooms, a kitchen, and an elevator. The

Elementary School campus would also include four basketball courts, two artificial turf playfields, a playground, and outdoor seating and landscaping for use by the students.

3.3.2.2 Middle School

The Middle School campus would include two two-story classroom buildings and a gymnasium and would be located in the center of the campus site. Middle School Classroom Building A would be approximately 110,557 total square feet and 34 to 36 feet in height, and would include 24 classrooms, open learning space, a student commons, a maker space, a library and media center, teacher collaboration space, and various other administrative offices and auxiliary spaces.

Middle School Classroom Building B would be approximately 37,886 total square feet and approximately 34 feet in height, and would include 15 classrooms, open learning space, a teacher collaboration room, staff areas, and various offices.

The Middle School Gymnasium would be approximately 31,408 total square feet and approximately 35 feet in height, and would include two full-size basketball courts, a multi-purpose athletic room, an athletic program training room, a yoga/dance studio, locker rooms, team rooms, and office and storage spaces. The Middle School would also include four basketball courts, two full-sized artificial turf soccer fields, two artificial turf playfields, a playground area, and outdoor seating areas for use by students.

3.3.2.3 High School

The High School campus would include two two-story classroom buildings and a gymnasium and would be located in the northern portion of the campus site. High School Classroom Building A would be approximately 85,775 total square feet and approximately 34 to 36 feet in height, and would include 23 classrooms, open learning spaces, a drama room, a maker space, a library and media center, teacher collaboration space, and various other administrative offices and auxiliary spaces.

High School Classroom Building B would be approximately 51,647 total square feet and approximately 34 feet in height, and include eight classrooms, open learning space, a dining commons, a career center, a student lounge, a culinary classroom, and various other administrative offices and auxiliary spaces.

The High School Gymnasium would be approximately 31,408 total square feet and approximately 35 feet in height, and include two full-sized basketball courts, a multi-purpose athletic room, an athletic program training room, a yoga/dance studio, locker rooms, team rooms, and office and storage spaces. The High School would also include four outdoor artificial turf areas, two outdoor half basketball courts, one outdoor full-size basketball court, an outdoor makerspace, and covered outdoor seating areas.

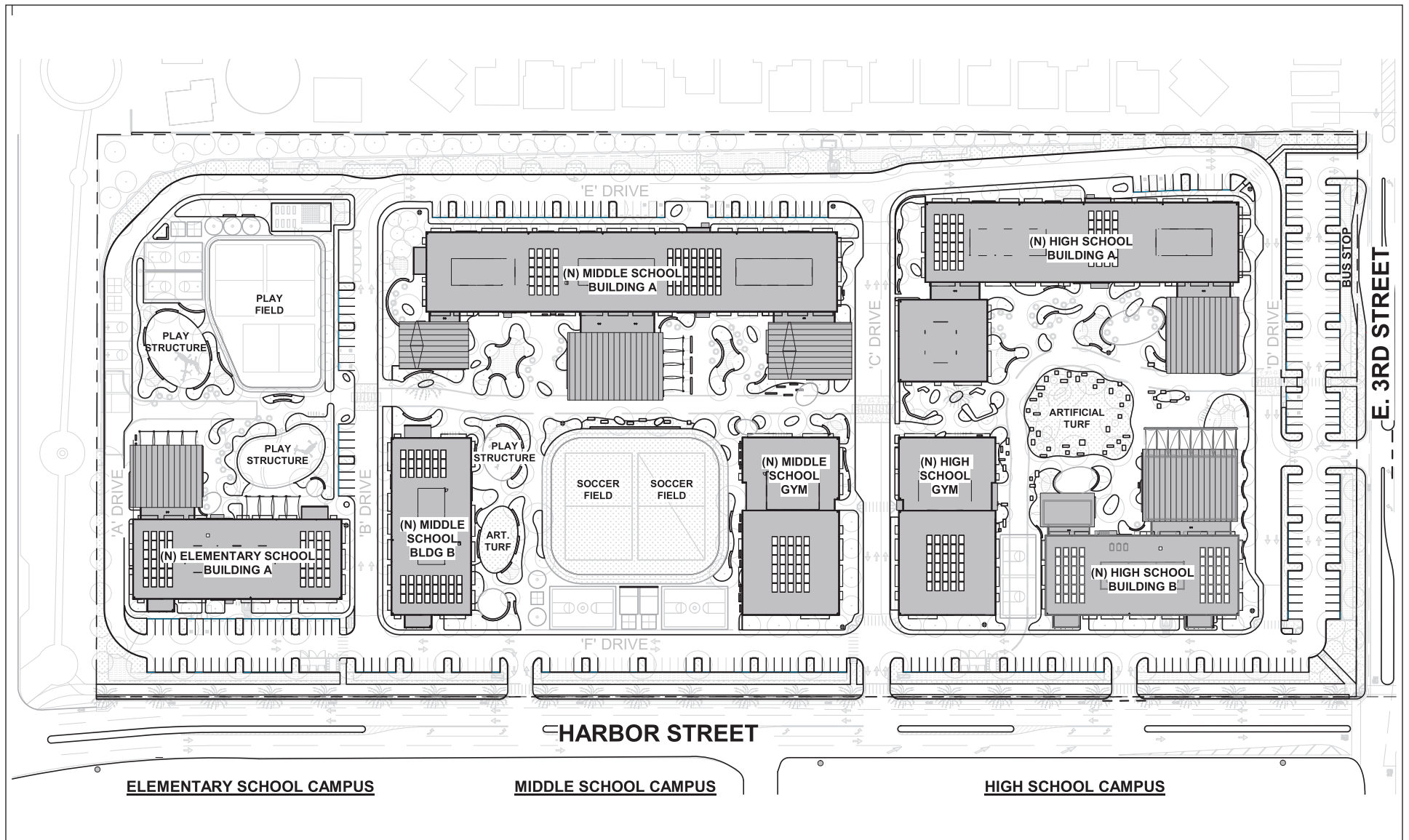
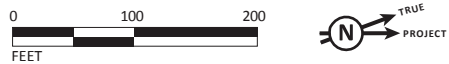


FIGURE 3-5

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3.3.3 Sports Facility Building Program

The sports facility site would be developed with a sports facility that would primarily serve the Elementary, Middle, and High School programs described above. Plans for the layout and location of the sports facilities are conceptual at this time and a site plan has not been identified for the facility. The design of the sports facility must substantially comply with the description, analysis and mitigation measures identified as part of the CEQA analysis. Should the sports facility project component vary from the project description herein, additional review may be required pursuant to the California Environmental Quality Act (CEQA). The proposed sports facility component of the project would include the following:

- a regulation-sized artificial turf soccer field;
- a 400-meter track with nine lanes;
- a swim center with a 30-meter by 25-yard pool with 12 lanes, a learn-to-swim pool, and a pool house;
- a regulation-sized artificial turf softball field with dugouts;
- a regulation-sized artificial turf baseball field with dugouts;
- tennis courts;
- basketball courts;
- a main field house;
- a ticket booth; and
- LED lighting poles approximately 80 feet in height to allow night lighting on all fields.

The sports facility would support team sports for the proposed campus and would supplement the play areas and fields that would be available on the campus site. The proposed buildings associated with the sports facility would total approximately 25,700 square feet. The sports facility would be used exclusively by the Academy until 6:30 p.m. Monday through Friday.

Construction of the sports facility site would require the addition of fill to raise building floors out of the 100-year flood zone and to raise other portions of the site to a lesser degree. It is projected that up to 50,000 cubic yards of fill would be required, resulting in approximately 4,200 truck trips. Because some of the parcels comprising the sports facility site are subject to the jurisdiction of DTSC or the San Francisco Bay Regional Water Quality Control Board (Water Board), the physical alteration of these parcels will be performed under the supervision and with the concurrence of these agencies in order to achieve environmental closure.

The applicant proposes to work with the City to comply with the City's neighborhood and community use policy, and will identify a program that will detail how and when the facility could be used by the

public through a joint use agreement. Potential public uses would include use of the running track and the fields by neighbors in the vicinity of the project area, and the use of the fields and track by local soccer, track and field, and softball teams.

3.3.4 Access, Circulation, and Parking

The proposed circulation plans for both the campus site and the sports facility site are discussed below. In addition, in the vicinity of the project area the EIR traffic analysis would study the reduction of East 3rd Street from four lanes to two and the construction of a median along Harbor Street.

3.3.4.1 Campus Site

Vehicular access to the campus site for drop-off and pick-up would be provided by three new driveways along Harbor Street and one driveway on East 3rd Street, as shown in Figure 3-6. The southernmost driveway would be used for entry for both the Elementary and Middle Schools. Elementary School drop-off and pick-up would occur near the southern border of the campus site, south of the Elementary School playground area. After drop-off or pick-up at the Elementary School, automobiles would travel along the western border of the project area, exiting the campus site via the driveway on East 3rd Street. Middle School drop-off and pick-up would occur between the Middle and High School campuses in the center of the campus site. After drop-off or pick-up at the Middle School, automobiles would exit the campus site using the middle driveway along Harbor Street. The middle driveway would also be the entry point for drop-off and pick-up for High School students, which would occur on the northern side of the campus site. High School drop-off and pick-up vehicles would exit the campus site via the northernmost driveway on Harbor Street. As shown in Figure 3-7, control points would be set up at each of the drop-off and pick-up areas to restrict visitor access to the campus site during school hours.

The campus site would include 269 parking spaces within parking lots throughout the site. The campus site would include 87 bicycle parking spaces. Pedestrian access would be provided throughout the campus site via internal walkways and sidewalks.

As part of Phase 1, a Class I trail would be constructed along Harbor Street between the 8th Street Greenbelt, which borders the campus site to the south, and the waterfront along the north side of the sports facility site, including a pedestrian crossing of East 3rd Street. Additionally, Class II bike lanes would be provided along the site frontage on Harbor Street as part of the project.

A Tri Delta Transit bus stop is located along East 3rd Street between the campus site and sports facility site. This bus stop is served by the 387 line, which provides service between the Pittsburg/Bay Point Bay Area Rapid Transit (BART) Station and the Antioch BART Station. The proposed project would include frontage improvements with a mid-block bus turnout for this stop. Additionally, a number of other stops serving other Tri Delta Transit bus lines, including lines 381, 392, and 394 are within walking distance of the campus site.

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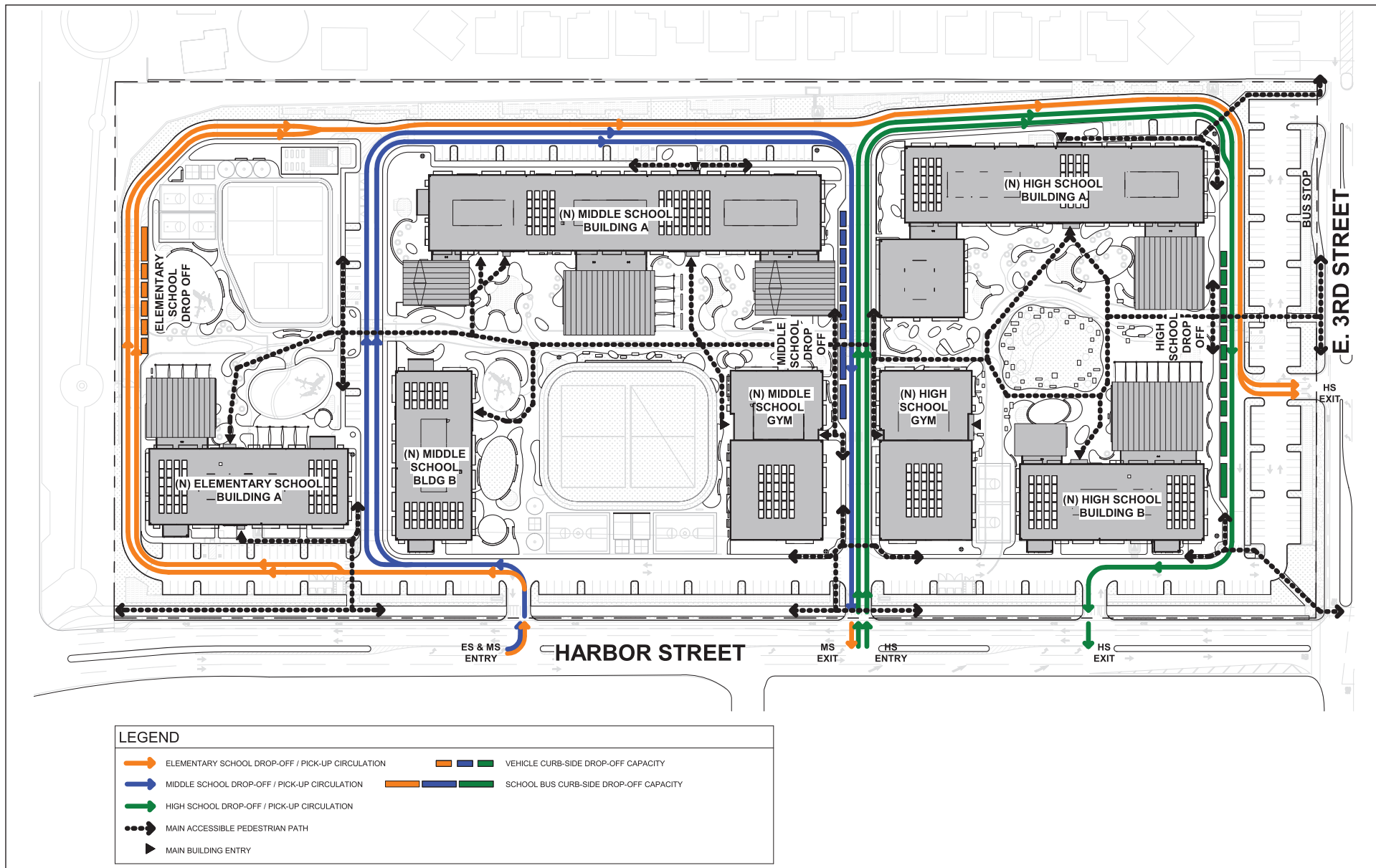
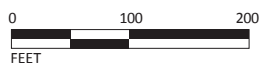


FIGURE 3-6

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SOURCE: STUDIO BONDY ARCHITECTURE, SEPTEMBER 2018.

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Pittsburg Making Waves Academy Charter School Project EIR
Conceptual Site Traffic Diagram for Campus Site - Drop Off and Pick Up

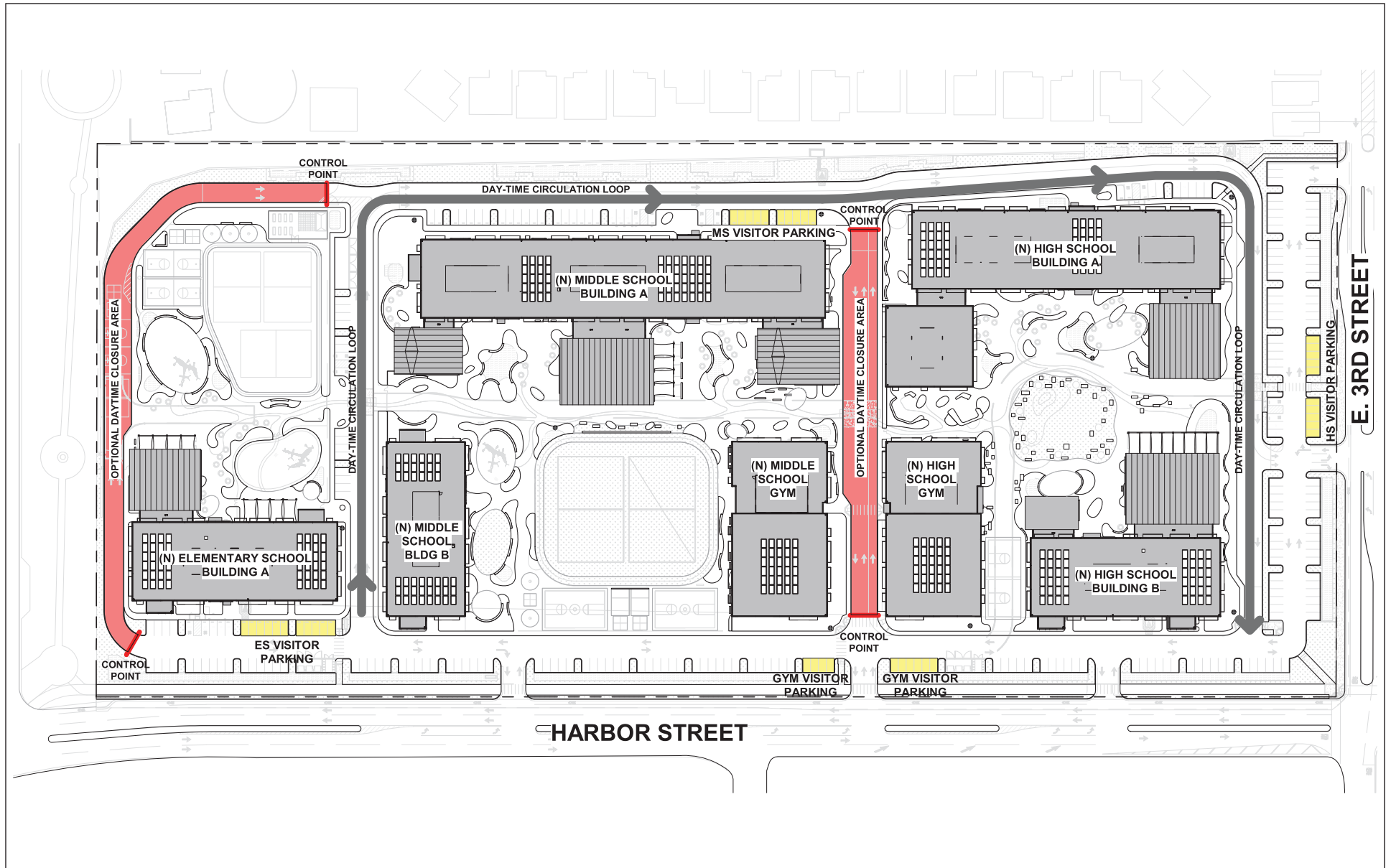


FIGURE 3-7

LSA



SOURCE: STUDIO BONDY ARCHITECTURE, SEPTEMBER 2018.

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Pittsburg Making Waves Academy Charter School Project EIR
Conceptual Site Traffic Diagram for Campus Site - Day Use

3.3.4.2 Sports Facility Site

Vehicular access to the sports facility site would be provided by a new driveway approximately 250 feet west of the intersection of Harbor Street and East 3rd Street. Students and staff from the campus site would walk to and from the sports facility site, utilizing new crosswalks on East 3rd Street. The sports facility site would provide approximately 150 vehicular parking spaces and 16 bicycle parking spaces. Pedestrian access throughout the sports facility site would be provided by sidewalks and walkways. Additionally, a Class 1 multi-use trail would be constructed as part of the project along the waterfront on the northern portion of the sports facility site. The project also includes the construction of a multi-use Class 1 path to connect the waterfront trail through the sports facility site and along Harbor Street to the 8th Street Greenbelt as described above.

3.3.5 Landscaping and Open Space

New landscaping, including grasses, plants, shrubs, and trees would be located throughout both the campus site and sports facility site. Approximately 396 new trees would be planted on the school campus site. The quantity of trees to be planted on the sports facility site is not yet known. Additionally, the campus site would include ample open space for use by students and staff, including artificial turf playfields, a dedicated edible farm/garden, shaded outdoor classrooms, and outdoor dining plazas. The conceptual planting plan for the campus site is shown in Figure 3-8. If developed, landscaping for the sports facility site would comply with State and local regulations related to water-efficient landscaping.

3.3.6 Utilities and Infrastructure

Existing water, sewer, electricity, gas, and drainage infrastructure exists within the vicinity of the campus site and sports facility site. Connections to these utilities would need to be extended or expanded to accommodate the proposed project, as shown in Figure 3-9 and Figure 3-10.

3.3.6.1 Water

Water service to and within the project area is provided by the City. An existing 16-inch water line is located along Harbor Street, running parallel to the campus site, and supplies the existing project area, as well as the adjacent areas, with potable water. Water service to the campus and sport facility sites would be provided through one new water line located in the northeast corner of the campus site that would tie into the existing 16-inch line. Please note that all fields on the sports facility site would be artificial turf.

3.3.6.2 Wastewater

Sanitary sewer service to the project area is provided by collection and transportation facilities owned and maintained by the City for transportation to the treatment facility owned and operated by the Delta Diablo Sanitation District. The existing off-site sewer system includes an 18-sewer main on East 3rd Street and a 15-inch line along Harbor Street that connects to the main. The campus and sports facility sites would include connections to both the 15-inch line and the 18-inch sewer main via tie-ins.

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FIGURE 3-8

LSA



SOURCE: STUDIO BONDY ARCHITECTURE, SEPTEMBER 2018.

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Pittsburg Making Waves Academy Charter School Project EIR
Conceptual Planting Plan for Campus Site

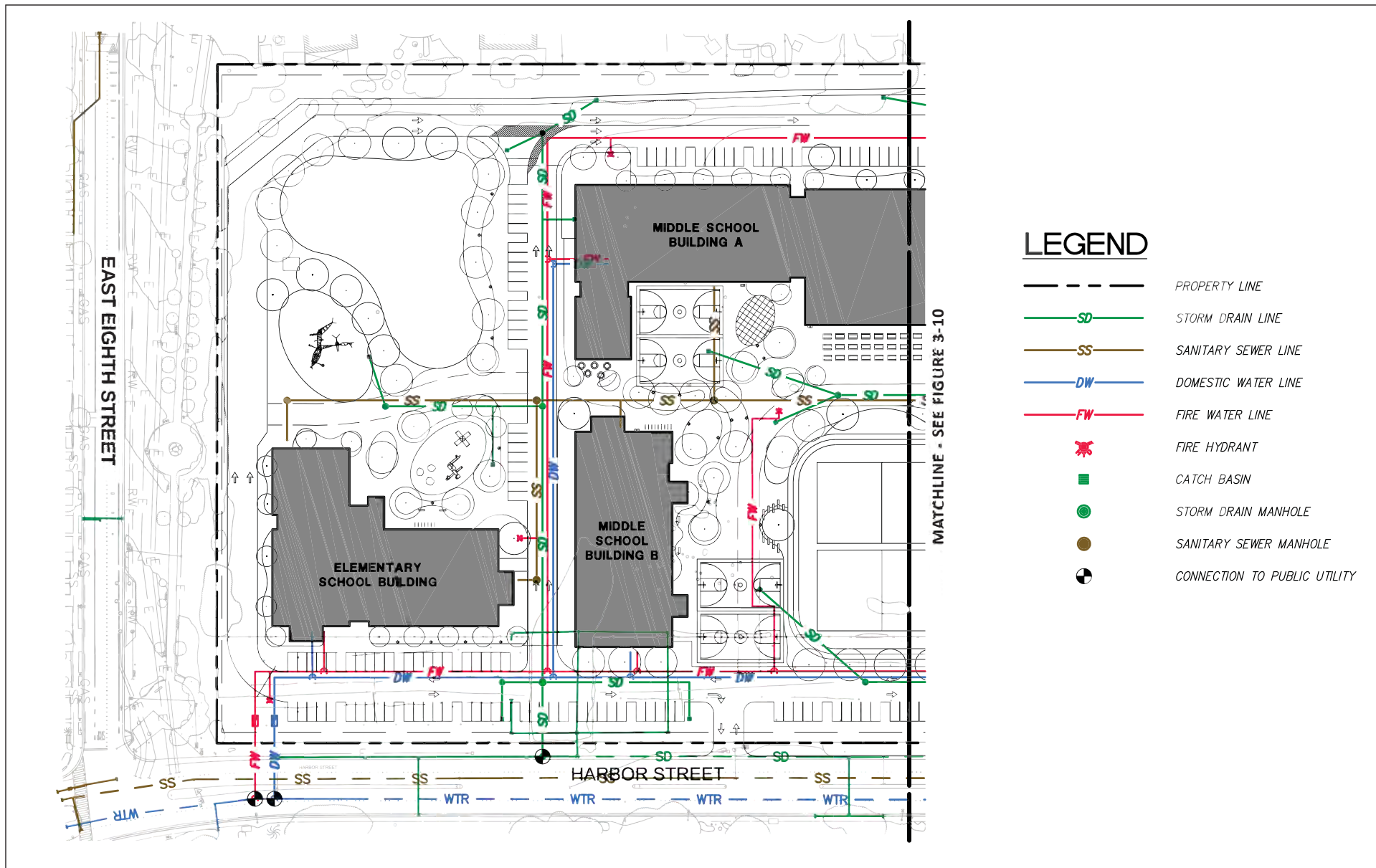
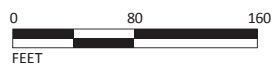


FIGURE 3-9

LSA



SOURCE: STUDIO BONDY ARCHITECTURE; SANDIS, SEPTEMBER 2018.

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Pittsburg Making Waves Academy Charter School Project EIR
Conceptual Utility Plan for Campus Site - South

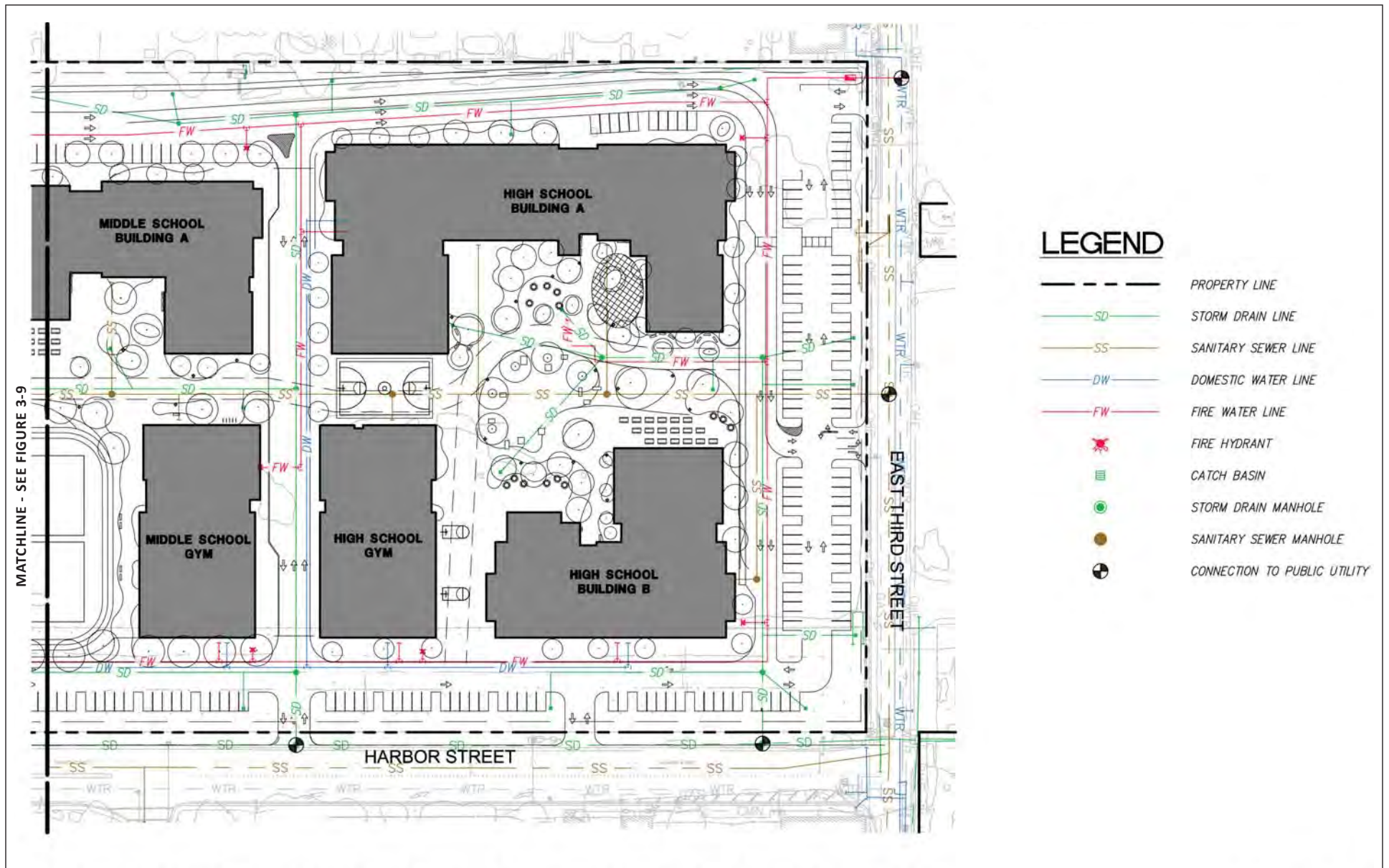
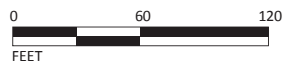


FIGURE 3-10

LSA



SOURCE: STUDIO BONDY ARCHITECTURE; SANDIS, SEPTEMBER 2018.

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Pittsburg Making Waves Academy Charter School Project EIR
Conceptual Utility Plan for Campus Site - North

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3.3.6.3 Stormwater

The existing campus site is almost entirely covered by pervious surfaces. The proposed school campus would result in a net increase in impervious surface coverage of approximately 14.5 acres. The proposed campus site would include a bio-retention system to treat all on-site stormwater. Bio-retention will be dispersed throughout the site. The construction of the school campus will include the creation of new impervious surfaces that will generate stormwater runoff. These surfaces will include building roofs, sidewalks, on-site roadways, and outdoor play areas. The project will be designed in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP) to incorporate Best Management Practices (BMPs) to intercept and treat the runoff from all created or replaced impervious surfaces. These BMPs will include a mixture of bio-retention areas, permeable pavements, self-retaining areas, and interceptor trees. Per the attachments to the MRP the project area is not within a zone requiring hydromodification management. All run-off will be collected and ultimately conveyed from the project area to the City storm drain system by a network of drainage inlets and private storm drain pipe facilities. All facilities will be designed in accordance with City standards. When developed, the sports facility site would comply with federal, State and local laws and regulations related to stormwater quality and runoff and follow these same standards. The stormwater drainage area units are shown in Figure 3-11.

3.3.6.4 Other Utilities

Other utilities that would be provided to the project area include telephone service by AT&T or Verizon, and gas and electrical by Pacific Gas and Electric (PG&E). Proposed buildings would be constructed to Cal Green Building Code standards, and would include photovoltaic (PV) solar panels on roofs.

3.3.7 Grading and Construction

In addition to the removal of the containment berm, as described above, all existing vegetation, structures, and pavements within the project area would be removed. Construction debris, if any, would be collected and hauled off-site for disposal.

As described above, portions of the sports facility site are located within the 100-year flood hazard zone as defined by FEMA. Those portions of the sports facility site would be raised approximately 1 to 4 feet, with some limited areas raised up to 6 feet above the base flood elevation, to an elevation of between 11 and 13 feet to account for the future conditions anticipated to occur with sea level rise.

Excavation depths on the sports facility site would not exceed 9 feet for the swimming pool, and excavation depths on the campus site would not exceed 12 feet for the berm removal. If approved, berm removal is anticipated to begin in February or March 2019 and is expected to take approximately 3 to 4 months to complete. Primary construction of the Middle School campus is anticipated to begin in June 2019 and is expected to take approximately 12 months to complete. Completion of the Elementary and High School campuses is expected by December 2020. In total, construction of the campus site would take approximately 22 months. A start date for the proposed sports facility has not been determined, but construction, including grading and site improvements, is anticipated to take 24 to 36 months to complete.

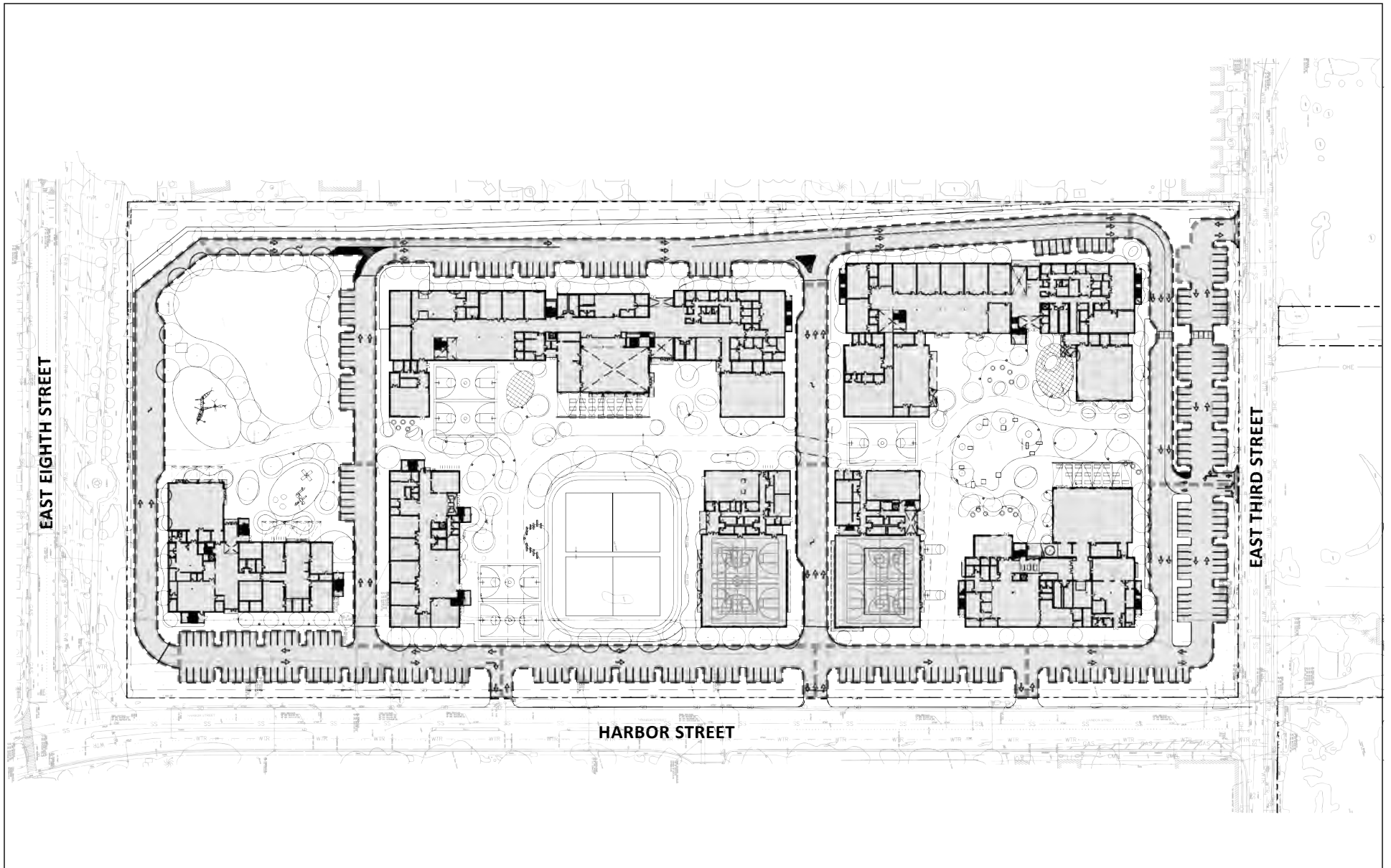


FIGURE 3-11

LSA



SOURCE: STUDIO BONDY ARCHITECTURE, MAY 2018.

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Pittsburg Making Waves Academy Charter School Project EIR
Stormwater Drainage Units

3.4 DISCRETIONARY ACTIONS

In compliance with CEQA, the following describes the potential environmental impacts of implementation of the proposed project. This analysis per CEQA is intended to fully inform the Pittsburg City Council and City officials, in addition to other responsible agencies, persons, and the general public, of the potential effects of the proposed project. As noted above, the proposed project includes three components that would be developed in two phases. The first phase would include two components: the removal of the berm on the eastern portion of the project area, and the construction of a new Making Waves Academy (campus), analyzed at the project-level. The second phase would include the construction of a new sports facility to support the campus, which is analyzed at a program-level. Similarly, the approvals for the project would also be conducted in two phases. A list of the permits and approvals associated with each phase that may be required with implementation of the proposed project are provided in Table 3.A.

Table 3.A: Anticipated Permits and Approvals for Project Implementation

Lead Agency	Permit/Approval
Permits and Approvals for Phase 1 (Berm Removal and Construction of the School Campus)	
City of Pittsburg	- EIR Certification - Design Review - Development Agreement - Approval and Sale of City property - Ministerial permits (e.g., Building, Grading, Encroachment) - Utility/Service connections
Pacific Gas & Electric (PG&E)	Electricity and gas connections
San Francisco Bay Regional Water Quality Control Board (RWQCB)	National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge
California Department of Toxic Substances Control (DTSC)	Berm removal and modification of environmental covenant
Permits and Approvals for Phase 2 (Design and Construction of the Sports Facility)	
City of Pittsburg	- Environmental Review - Use Permit - Design Review - Ministerial permits (e.g., Building, Grading, Encroachment) - Utility/Service connections
U.S. Army Corps of Engineers	Possibly subject to a Section 404 permit
U.S. Coast Guard	Possibly subject to Section 10 of the Rivers and Harbors Act
California Department of Fish and Wildlife (CDFW)	Section 1600 Streambed Alteration Agreement
San Francisco Bay Regional Water Quality Control Board (RWQCB)	- National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge - Possible Section 401 water quality certification - Oversight of environmental closure of portions of the sports facility site
Pacific Gas & Electric (PG&E)	Electricity and gas connections
Surface Transportation Board (STB)	Rail spur abandonment
Federal Emergency Management Agency (FEMA)	Letter of Map Revision (LOMR)
California Department of Toxic Substance Control (DTSC)	- Approval of plans for soil cover and related actions - Potential oversight of environmental closure of portions of sports facility site - Modification of environmental covenant

Source: LSA (2018).

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4.0 SETTING, IMPACTS, AND MITIGATION MEASURES

This chapter contains an analysis of each potentially significant environmental issue that has been identified for the proposed Pittsburg Making Waves Academy Charter School Project (project). The following: (1) identifies how a determination of significance is made; (2) identifies the environmental issues addressed in this chapter; (3) describes the context for the evaluation of cumulative effects; (4) lists the format of the topical issue section; and (5) provides an evaluation of each potentially significant issue in Sections 4.1 through 4.5.

DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment.¹ The CEQA Guidelines direct that this determination be based on scientific and factual data. The impact evaluation in this chapter is prefaced by criteria of significance, which are the thresholds for determining whether an impact is significant. These criteria of significance are based on the CEQA Guidelines and applicable City policies.

ISSUES ADDRESSED IN THE DRAFT EIR

Sections 4.1 through 4.5 of this chapter describe the environmental setting of the project as evaluated in the EIR and the impacts that are expected to result from implementation of the proposed project. Mitigation measures are proposed to reduce potential impacts, where appropriate.

- 4.1 Transportation and Circulation
- 4.2 Air Quality
- 4.3 Greenhouse Gas Emissions
- 4.4 Noise
- 4.5 Hazards and Hazardous Materials

Preliminary analysis provided in the Initial Study (Appendix B) determined that development of the proposed project would not result in significant impacts to the following environmental topics: aesthetics; agricultural and forestry resources; biological resources; cultural resources; geology and soils; hydrology and water quality; land use; mineral resources; population and housing; public services; recreation; tribal cultural resources; and utilities and service systems. Consequently, these issues are not examined in full detail in this EIR, but are instead briefly discussed in Chapter 5.0, Other CEQA Considerations.

ENVIRONMENTAL SETTING

This chapter has been prepared in accordance with CEQA Guidelines Section 15125, which states: "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional

¹ CEQA Guidelines Section 21068.

perspective. The environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the physical effects of the proposed project and its alternatives.”

The NOP for the proposed project was published on August 15, 2018. Thus, each of the environmental topical sections in this chapter includes a discussion of physical conditions in the vicinity of the project area on or around August 1, 2018.

CUMULATIVE ANALYSIS CONTEXT

CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable, or which can compound to increase other environmental impacts.” Section 15130 of the CEQA Guidelines requires that an EIR evaluate potential environmental impacts when the project’s incremental effect is cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of “reasonable foreseeable probable future” projects, per CEQA Guidelines Section 15355. Cumulative impacts can result from a combination of the proposed project together with other closely related projects that cause an adverse change in the environment. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

The methodology used for assessing cumulative impacts typically varies depending on the specific topic being analyzed. CEQA requires that cumulative impacts be discussed using either a list of past, present, and probably future projects producing related or cumulative impacts, or a summary of projections contained in an adopted local, regional, or Statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. This EIR uses both approaches to evaluate cumulative impacts, and the particular approach used depends on the topical area under consideration. Refer to the cumulative discussion in the individual topic sections for further discussion.

FORMAT OF ISSUE SECTIONS

The environmental topical section comprises two primary parts: (1) Setting, and (2) Impacts and Mitigation Measures. An overview of the general organization and the information provided in the two parts is provided below:

- **Setting.** The Setting section for the environmental topic general provides a description of the applicable physical setting (e.g., existing land uses, existing traffic conditions) for the campus and its surroundings in the City of Pittsburg. An overview of regulatory considerations that are applicable to each specific environmental topic is also provided.
- **Impacts and Mitigation Measures.** The Impacts and Mitigation Measures section for the environmental topic presents a discussion of the impacts that could result from implementation of the proposed project. The section begins with the criteria of significance, which establish the thresholds to determine whether an impact is significant. The latter part of this section presents the impacts from the proposed project and mitigation measures, as appropriate. The impacts of

the individual phases of the proposed project are organized into separate categories based on the criteria listed in each topical section, where appropriate. Cumulative impacts are also addressed.

Impacts and mitigation measures begin with an alpha label reference to the environmental topic (e.g., TRA) and are numbered consecutively. Impacts are labeled and appear in bold type, and corresponding mitigation measures are numbered and indented. The individual topics and corresponding alpha labels in use in this EIR are listed below.

TRA	Transportation and Circulation
AIR	Air Quality
GHG	Greenhouse Gas Emissions
NOI	Noise
HAZ	Hazards and Hazardous Materials

Impacts are also categorized by type of impacts, as follows: Less-Than-Significant (LTS), Significant (S), and Significant and Unavoidable (SU).

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4.1 TRANSPORTATION AND CIRCULATION

This chapter describes existing and projected future transportation conditions within the project site vicinity, identifies the potential impacts of the proposed project, and recommends mitigation measures for identified significant impacts. The analysis methodology, environmental setting, and regulatory setting are described in the following sections. The transportation data and calculation sheets are included in Appendix C.

As described in Chapter 3, the proposed project includes two phases: Phase 1 would construct a new kindergarten through 12th grade school that would serve approximately 2,000 students and include 220 staff, and Phase 2 would construct sports facilities to support the Making Waves Academy, which would be available for non-school use when not in use by the school on evenings and weekends during the school year and over the summer.

4.1.1 Setting for Analysis Scope and Methodology

The following sections describe the analysis scope and methodology, data collection methods, and study locations. The analysis scope presented in this chapter and all methodologies herein were reviewed and approved by City of Pittsburg staff. The following subsections outline the analysis approach for traffic operations. The approaches for other transportation issues are presented later in this section.

4.1.1.1 Study Locations

This section evaluates the impacts of the proposed project on key roadway facilities, including nineteen intersections, and six freeway segments. The study area for the transportation analysis was selected based on a review of the project site and estimates of the added traffic from the proposed project per the Contra Costa Transportation Authority's Technical Procedures.¹ The study intersections and freeway mainline segments and ramps are listed below and the study intersections are shown on Figure 4.1-1.

Study Intersections:

- 1) Marina Boulevard at East 3rd Street
- 2) Railroad Avenue at East 3rd Street
- 3) Railroad Avenue at West 10th Street
- 4) Railroad Avenue at Central Avenue
- 5) Railroad Avenue at Civic Avenue
- 6) Railroad Avenue at the SR 4 On-Ramp California Avenue
- 7) Railroad Avenue at the SR 4 Off-Ramps
- 8) Harbor Street at East 3rd Street
- 9) Harbor Street at East 10th Street
- 10) Harbor Street at the Pittsburg-Antioch Highway/East Santa Fe Avenue
- 11) Harbor Street at Central Avenue
- 12) Harbor Street at School Street
- 13) Harbor Street at California Boulevard

¹ Contra Costa Transportation Authority. 2013. *Final Technical Procedures*. January 16.

- 14) Herb White Way at W. 10th Street
- 15) East 14th Street at the Pittsburg-Antioch Highway
- 16) Project Driveway (East) at East 3rd Street
- 17) Harbor Street at Project Driveway (North)
- 18) Harbor Street at Project Driveway (Middle)
- 19) Harbor Street at Project Driveway (South)

Freeway Segments:

- 1) State Route 4 between Bailey Road and Railroad Avenue (westbound and eastbound)
- 2) State Route 4 between Railroad Avenue and Loveridge Road (westbound and eastbound)
- 3) State Route 4 between Loveridge Road and Somersville Road/Auto Center Drive (westbound and eastbound)

4.1.1.2 Data Collection

This analysis uses traffic counts collected for the preliminary transportation impact assessment conducted by Abrams Associates. Weekday intersection turning movement counts were conducted during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods from March through May of 2018 at times when local schools were in session.

Truck traffic counts were conducted for the preliminary assessment at the intersection of Harbor Street & East 10th Street in June of 2018. The counts were conducted from 7:00 a.m. to 9:00 a.m., 2:00 p.m. to 4:00 p.m., and 4:00 p.m. to 6:00 p.m., and were used to inform the heavy vehicle assumptions used in the analysis.

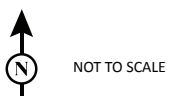
4.1.1.3 Site Access

Per the project description in Chapter 3, vehicular access to the campus site for drop-off and pick-up would be provided by three new driveways along Harbor Street and one driveway on East 3rd Street, as shown in Figure 4.1-2. The southernmost driveway would be used for entry for both the Elementary and Middle Schools. Elementary School drop-off and pick-up would occur near the southern border of the campus site, south of the Elementary School playground area. After drop-off or pick-up at the Elementary School, automobiles would travel along the western border of the project area, exiting the campus site via the driveway on East 3rd Street. Middle School drop-off and pick-up would occur between the Middle and High School campuses in the center of the campus site. After drop-off or pick-up at the Middle School, automobiles would exit the campus site using the middle driveway along Harbor Street. The middle driveway would also be the entry point for drop-off and pick-up for High School students, which would occur on the northern side of the campus site. High School drop-off and pick-up vehicles would exit the campus site via the northernmost driveway on Harbor Street.



FIGURE 4.1-1

LSA



Pittsburg Making Waves Academy Charter School Project EIR
Phase I Project Location and Study Intersections

SOURCE: FEHR & PEERS, 2018.

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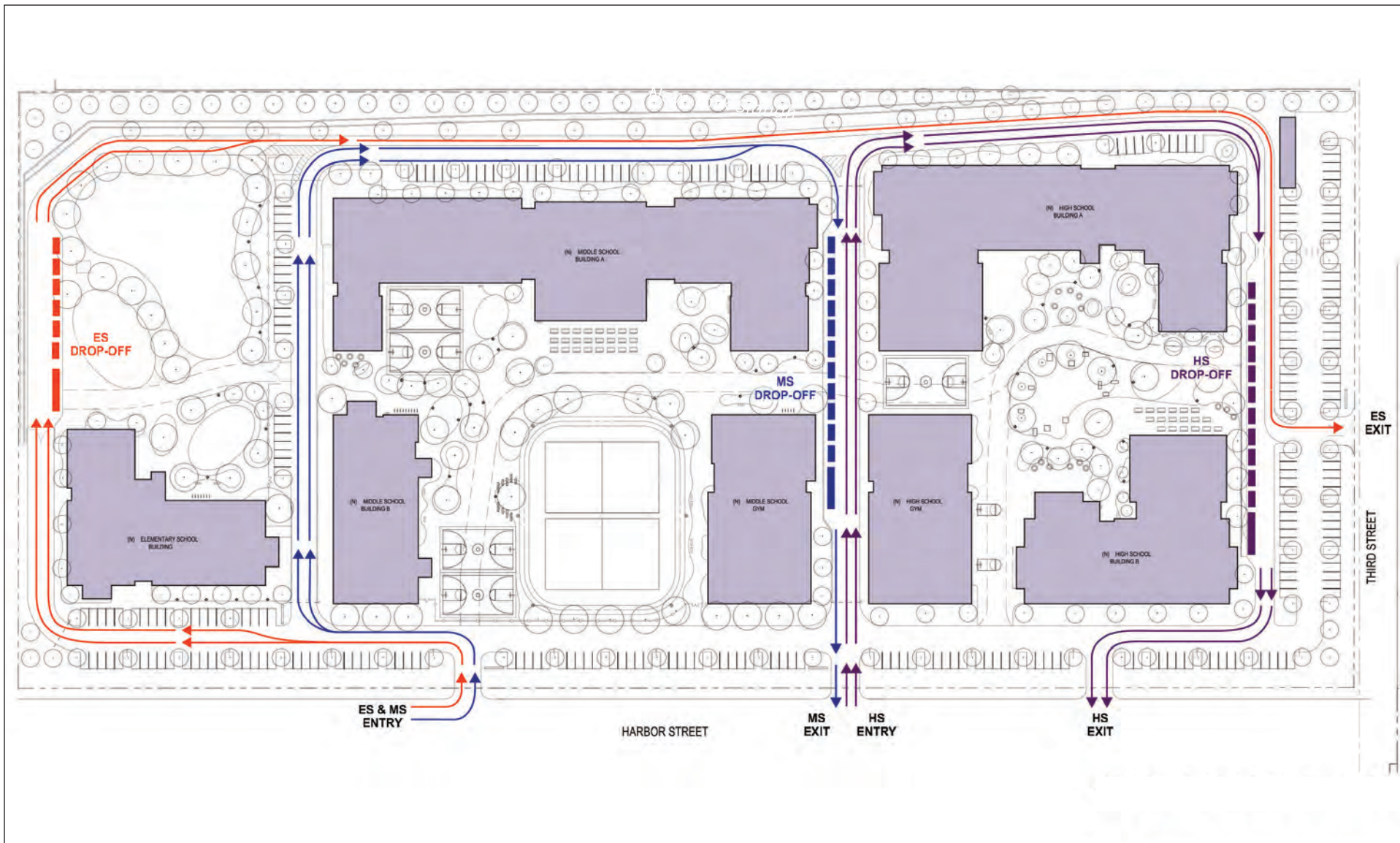


FIGURE 4.1-2

LSA



NOT TO SCALE

Pittsburg Making Waves Academy Charter School Project EIR
Phase I Project Site Plan

SOURCE: STUDIO BONDY ARCHITECTURE, 2018.

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A second driveway is planned on East 3rd Street to the west of the Elementary School exit driveway. This driveway would be used only for the adjacent parking lot entry/exit, and would not serve school drop-off or pick-up flows.

The exact location of the site access to the sports facility is not yet determined. Site access to the sports facility will likely include three driveways on East 3rd Street: a main driveway at the intersection of Harbor Street and East 3rd Street (Driveway A); a second driveway located either to the east or to the west of Harbor Street (Driveway B); and a third driveway providing shoreline access, with limited parking, located further to the west. Site access to the sports facility is further discussed in Section 4.1.4.3.

4.1.1.4 Analysis Methodologies

Potential roadway system impacts resulting from the proposed project have been evaluated, and presented herein, following methodologies and standards commonly applied by the City of Pittsburg in accordance with traffic planning and engineering practice, and in accordance with the guidelines set forth by the Contra Costa Transportation Authority (CCTA) in the Final Technical Procedures.

The operational performance of a roadway network is commonly described with the term “level of service” (LOS). LOS is a qualitative description of operating conditions, ranging from LOS A (free-flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). The LOS analysis methods outlined in the 2010 Highway Capacity Manual (HCM)² were used in this study. This methodology incorporates characteristics such as the signal timing plan, the effects of pedestrians on signal phase duration, traffic volume peaking characteristics, motorist behavioral characteristics, and others. The HCM is considered the state-of-the-art methodology for assessing intersection operations and defining impacts, and allows for the accurate definition of mitigation measures, such as lengthening or adding turning lanes, modifying the signal phasing or timing, and other options. The Synchro Version 9 analysis program was used to perform the HCM analysis. The HCM analysis methods for signalized and unsignalized intersections are described below.

Signalized Intersections. Operations of signalized intersections were evaluated using the method from Chapter 18 of the HCM, which uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Control delay incorporates delay associated with deceleration, stopping, acceleration, and moving up in the queue. Table 4.1.A summarizes the relationship between average delay per vehicle and LOS for signalized intersections. This method evaluates each intersection in isolation and the effects of vehicle queue spillback are not considered in the analysis results.

Unsignalized Intersections. Operations at unsignalized intersections were evaluated using the methods from Chapters 19 and 20 of the 2010 Highway Capacity Manual. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. At two-way or side street-controlled intersections, the

² Transportation Research Board. 2010. *Highway Capacity Manual*.

control delay (and LOS) is calculated for each controlled movement, the left-turn movement from the major street, and the entire intersection. For controlled approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The delays for the entire intersection and for the movement or approach with the highest delay are reported. Table 4.1.B summarizes the relationship between delay and LOS for unsignalized intersections.

Table 4.1.A: Signalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity (V/C) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Source: *Highway Capacity Manual* (2000 and 2010).

Table 4.1.B: Unsignalized Intersection LOS Criteria

Level of Service	Description	Average Control Per Vehicle (Seconds)
A	Little or no delays	< 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual* (2000 and 2010).

Freeway Operations. For freeway segments, CCTA has established the delay index as the Multimodal Transportation Service Objective (MTSO) for State Route 4 (SR 4) through the study area³. The delay index is the ratio of travel time on a facility divided by the travel times that occur during non-congested free-flow periods. Should the delay index exceed 2.5 during either the AM or

³ Contra Costa Transportation Authority. 2014. *East County Action Plan for Routes of Regional Significance*.

PM peak period, freeway operations would be considered deficient. This would equate to peak hour travel taking 2.5 times as long as off-peak travel or an average travel speed below 26 miles per hour assuming a non-congested free-flow speed of 65 miles per hour. The number of vehicles traveling in the high-occupancy vehicle (HOV) lane is also an MTSO.

Analysis Scenarios. The operations of the study intersections and the freeway segments and ramps were evaluated during the time periods when traffic volumes are highest, i.e., during the one hour when morning and evening traffic is highest between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. Study intersections providing direct access to the project site (i.e., intersection 16-19) were also evaluated during the afternoon dismissal period. The operations of these facilities were evaluated for the following scenarios for the project Phase 1 (school):

- **Scenario 1: Existing Conditions** – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- **Scenario 2: Existing Plus Project** – Existing traffic volumes plus trips from the proposed project Phase 1.
- **Scenario 3: Baseline (No Project) Conditions** – The Baseline scenario is based on the existing volumes plus growth in background traffic (for three years) plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections.
- **Scenario 4: Baseline Plus Project Conditions** – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project Phase 1.
- **Scenario 5: Cumulative Conditions** – This scenario includes year 2040 cumulative volumes based on planned and approved projects the Countywide Travel Demand Model.
- **Scenario 6: Cumulative Plus Project Conditions** – This scenario includes year 2040 cumulative volumes based on the Countywide Travel Demand Model plus the trips from the proposed project Phase 1.

It is noted that, per the project description, the sports facilities in project Phase 2 would be restricted to school use on weekdays before 6:30 p.m. during the regular school year. As such, project Phase 2 is not expected to generate substantial external traffic during the AM and PM commute hours and during the mid-afternoon peak hour when school lets out. However, these facilities could generate some school-related vehicle and bus traffic, particularly during the mid-afternoon and PM commute hours, related to sports practices, games and meets against other schools. Because detailed information on these uses was not provided, these trips are not reflected in the external traffic analysis. An assessment of Phase 2 traffic related to public use of the Phase 2 facilities on evenings and weekends is provided separately in Section 4.1.4.3. This assessment is performed for the Phase 2 site driveways only.

4.1.2 Setting for Existing Conditions

The existing conditions for vehicles, transit, bicycles, and pedestrians within the vicinity of the site are presented below.

4.1.2.1 Roadway Network

The project site is located in Pittsburg, California. As shown in Figure 4.1-1, the project site is north of SR 4 and can be accessed through Railroad Avenue and Harbor Street. The following is a more detailed description of the roadways that could be affected by the project:

State Route 4 (SR 4)/SR 4 Bypass – SR 4 is the primary east-west corridor in Contra Costa County. It is located between the City of Hercules and the I-80 freeway to the west, and SR 160 and the cities of Oakley and Brentwood in the east. SR 4 is a limited-access freeway providing four to six travel lanes with standard paved shoulders and security fencing. Interchanges along SR 4 within the study area include Loveridge Road and Railroad Avenue. Speed on the freeway varies between 45 and 65 miles per hour, as the road transitions from rural to urban settings.

Harbor Street – Harbor Street is a north-south roadway with a 25 to 35 mph speed limit that runs from East 3rd Street to Buchanan Road. Within the study area, Harbor Street has two travel lanes in each direction with left turn pockets and is identified as a minor arterial in the Pittsburg 2020 General Plan.

California Avenue – California Avenue is an east-west, two-lane minor arterial along the north side of SR 4. It starts at Railroad Avenue and ends at Loveridge Road where it turns into North Park Boulevard. The speed limit ranges from 35 to 40 miles per hour along the minor arterial.

Railroad Avenue – Railroad Avenue is a north-south major arterial with 25 to 35 mph speed limit that runs from East 3rd Street to Buchanan Road where it becomes Kirker Pass Rd. Railroad Avenue is two lanes north of W. 10th Street and is a four-lane major arterial south of W 10th St, as identified in the Pittsburg 2020 General Plan.

East Third Street – East Third Street is an east-west, two lane roadway with a 25 mph speed limit that connects Marina Boulevard to Harbor Street. It is designated a collector roadway between Railroad Avenue and Harbor Street in the Pittsburg 2020 General Plan.

4.1.2.2 Traffic Demand Volumes and Lane Configurations

Weekday turning movement counts were conducted during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods from March through May of 2018 at times when local schools were in session. For the study intersections, the single hour with the highest traffic volumes during the count periods was identified and used in the analysis as counts were collected on multiple days. The AM peak hour in the study area is generally from 7:15 a.m. to 8:15 a.m. and the PM peak hour is generally from 4:30 p.m. to 5:30 p.m. The peak hour volumes are presented on Figure 4.1-3 along with the existing lane configuration and traffic control.



1 Marina Blvd/East 3rd Street 	2 Railroad Avenue/East 3rd Street 	3 Railroad Avenue/East 10th Street 	4 Railroad Avenue/Central Avenue 	5 Railroad Avenue/Civic Avenue
6 Railroad Avenue/SR-4 WB OnRamps/California Ave 	7 Railroad Avenue/SR-4 EB Ramps 	8 Harbor Street/East 3rd Street 	9 Harbor Street/East 10th Street 	10 Harbor St/East Santa Fe Ave/Pittsburg-Antioch Hwy
11 Harbor Street/Central Avenue 	12 Harbor Street/School St 	13 Harbor Street/California Avenue 	14 Herb White Way/Montezuma St/West 10th Street 	15 Pittsburg-Antioch Hwy/East 14th Street
16 Project Driveway/East 3rd Street 	17 Harbor Street/Project North Access 	18 Harbor Street/Project Mid Access 	19 Harbor Street/Project South Access 	

Project Site
 Study Intersection
 With Project Study Intersection
 XX [YY] [ZZ] AM (Midday) (PM) Peak Hour Traffic Volumes
 Signalized Intersection
 Stop Sign

LSA



NOT TO SCALE

FIGURE 4.1-3

Pittsburg Making Waves Academy Charter School Project EIR
 Existing Peak Hour
 Intersection Traffic Volumes, Lane Configurations and Traffic Controls

SOURCE: FEHR & PEERS, 2018.

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4.1.2.3 Intersection Operations

Existing intersection lane configurations and traffic controls, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during the AM and PM peak hours. Signal timing sheets were provided by the City of Pittsburg and the California Department of Transportation (Caltrans) District 4. The results of the LOS analysis using the Synchro 9 software program are presented in Table 4.1.C.

Table 4.1.C: Peak Hour Intersection LOS – Existing Conditions

Intersection		Control ^b	Peak Hour ^a	Existing	
				Delay ^{c,d}	LOS
1	MARINA BOULEVARD & EAST 3RD STREET	AWSC	AM	8.3	A
			PM	9.2	A
2	RAILROAD AVENUE & EAST 3RD STREET	AWSC	AM	7.7	A
			PM	8.3	A
3	RAILROAD AVENUE & EAST 10TH STREET	Signal	AM	24.6	C
			PM	21.6	C
4	RAILROAD AVENUE & CENTRAL AVENUE	Signal	AM	14.7	B
			PM	9.8	A
5	RAILROAD AVENUE & CIVIC AVENUE	Signal	AM	12.2	B
			PM	26.1	C
6	RAILROAD AVENUE & SR-4 WB ON-RAMP/CALIFORNIA AVENUE	Signal	AM	38.0	D
			PM	30.3	C
7	RAILROAD AVENUE & SR-4 EB RAMPS	Signal	AM	22.5	C
			PM	31.3	C
8	HARBOR STREET & EAST 3RD STREET	AWSC	AM	8.1	A
			PM	7.9	A
9	HARBOR STREET & EAST 10TH STREET	SSSC	AM	7.1 (47.3)	A (E)
			PM	5 (23.1)	A (C)
10	HARBOR STREET & EAST SANTA FE AVENUE/PITTSBURG –ANTIOCH HIGHWAY	Signal	AM	11.8	B
			PM	11.1	B
11	HARBOR STREET & CENTRAL AVENUE	Signal	AM	12.3	B
			PM	9.9	A
12	HARBOR STREET & SCHOOL STREET ^e	Signal	AM	85.4	F
			PM	15.1	B
13	HARBOR STREET & CALIFORNIA AVENUE ^e	Signal	AM	95.3	F
			PM	83.5	F
14	HERB WHITE WAY & WEST 10TH STREET	AWSC	AM	10.9	B
			PM	9.5	A
15	PITTSBURG –ANTIOCH HIGHWAY & EAST 14th STREET	Signal	AM	8.4	A
			PM	8.0	A

Source: Fehr & Peers (2018).

^a AM = morning peak hour, PM = afternoon peak hour.

^b Signal = Signalized intersection; AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersections (traffic on the main street does not stop while traffic on the side-street is controlled by a stop sign)

^c Average intersection delay is calculated for all signalized intersections using the 2010 HCM method unless otherwise specified.

^d For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst movement in parentheses.

^e Average intersection delay is calculated using the 2000 HCM method.

The intersection of Harbor Street & School Street operates at LOS F in the AM peak hour. The intersection of Harbor Street & California Avenue operates at LOS F in both the AM and PM peak hours, respectively. All other intersections operate at acceptable LOS. The LOS calculation worksheets are included in Appendix C.

4.1.2.4 Freeway Operations

Table 4.1.D presents the current freeway operating conditions in the study area based on the available peak hour volumes collected on Wednesday April 11, 2018, from the Caltrans Performance Measurement System (PeMS). SR 4 east of Railroad Avenue operates at free-flow speeds during both the AM and PM peak hours. Between Railroad Avenue and Bailey Road, westbound SR 4 operates at free-flow speeds during the PM peak hour, but experiences congestion during the AM peak hour with a delay index greater than 5.0.

Table 4.1.D: Freeway LOS – Existing Conditions

Segment		Peak Hour	Type	Existing Conditions	
				Volume	Delay Index
State Route 4 (Westbound)					
1	Somersville Road to Loveridge Road	AM PM	Basic	3,116	1.00
				6,022	1.00
2	Loveridge Road to Railroad Avenue	AM PM	Basic	4,260	1.00
				3,955	1.00
3	Railroad Avenue to Bailey Road	AM PM	Basic	9,800	5.43
				3,662	1.00
State Route 4 (Eastbound)					
4	Bailey Road to Railroad Avenue	AM PM	Basic	2,999	1.00
				6,520	1.05
5	Railroad Avenue to Loveridge Road	AM PM	Basic	3,439	1.00
				6,667	1.01
6	Loveridge Road to Somersville Road	AM PM	Basic	4,712	1.00
				3,351	1.00

Source: Fehr & Peers, August 2018.

Table 4.1.E presents the HOV volumes on the freeway based on peak hour volumes collected on Wednesday April 11, 2018, from PeMS. The amount of vehicle traffic in high-occupancy vehicle lanes exceeds the desired MTSO standard for SR 4 (600 vehicles per hour) on all of the segments except westbound SR 4 between Somersville Road and Loveridge Road in the AM peak period and eastbound SR 4 between Loveridge Road and Somersville Road in the PM peak hour.

Table 4.1.E: HOV Lane Volumes – Existing Conditions

Segment		Peak Hour	Type	Volume
State Route 4 (Westbound)				
1	Somersville Road to Loveridge Road	AM PM	HOV	590 1,121
2	Loveridge Road to Railroad Avenue	AM PM	HOV	952 655
3	Railroad Avenue to Bailey Road	AM PM	HOV	962 805
State Route 4 (Eastbound)				
4	Bailey Road to Railroad Avenue	AM PM	HOV	674 1,417
5	Railroad Avenue to Loveridge Road	AM PM	HOV	633 1,261
6	Loveridge Road to Somersville Road	AM PM	HOV	621 527

Source: Fehr & Peers, August 2018.

4.1.2.5 Public Transit System

Three major public transit operators provide service within or adjacent to the study area. These include Bay Area Rapid Transit (BART), the Eastern Contra Costa Transit Authority (or Tri Delta Transit), and the County Connection. These operators are described below.

Bay Area Rapid Transit. BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction it runs from Pittsburg to the San Francisco Airport and Millbrae with several connections in Oakland.

The Pittsburg/Bay Point BART station, which is closest to the proposed project, serves all of Pittsburg, Bay Point, Antioch, and all other surrounding cities and runs from 4:00 a.m. to 12:00 a.m. daily, with a weekday frequency of 15 minutes. An E-BART extension to Hillcrest Avenue in Antioch was recently opened to the public on May 26, 2018, but was not yet open at the time of this analysis. This service connects with BART at the Bay Point BART station. Please note there is also a new E-BART Station at Railroad Avenue.

Tri Delta Transit. Tri Delta Transit serves the East County including Brentwood, Oakley, Pittsburg, Antioch, Bay Point and unincorporated areas of East County. Tri Delta Transit operates fifteen local bus routes from Monday to Friday, including three express services, five local bus routes during weekends and Holidays, and offers door to door bus services for senior citizens and people with disabilities, along with shuttle services for community events. The Tri Delta Transit route that runs closest to the proposed project is Route 387 with a westbound stop adjacent to the project site on East 3rd Street and the eastbound stop about a block away at Riverview Drive. This route operates from about 5:00 a.m. to 9:00 p.m. with approximately one-hour headways. Other nearby bus routes include Route 392 (with stops about 3 blocks from the project site), Route 388 (with stops about 5 blocks from the project site) and Route 381 (with stops about 5 to 6 blocks from the project site).

County Connection. County Connection provides fixed route and paratransit bus service throughout Concord, Pleasant Hill, Martinez, Walnut Creek, Clayton, Lafayette, Orinda, Moraga, Danville, San Ramon, and unincorporated communities in Central Contra Costa County. County Connection operates a fleet of 121 fully accessible transit buses and 63 paratransit vehicles. The service operates from 6:00 a.m. to 9:00 p.m. on weekdays, and from 9:00 a.m. to 7:00 p.m. on weekends. County Connection transit line 93X extends as far east as the Hillcrest Park N' Ride lot, and runs south of the project site, from along Buchanan Road, to John Muir Medical Center in Walnut Creek.

4.1.2.6 Pedestrian Facilities

There are currently sidewalks along the project frontage on East 3rd Street between Cumberland Street and Harbor Street on the south side of the street. There are no sidewalks on the other side of the street where the Sports Facility is proposed nor along the campus site frontage on Harbor Street. There is a greenbelt along 8th Street which borders the campus site to the south.

4.1.2.7 Bicycle Facilities

The Caltrans Highway Design Manual, Chapter 1000: Bikeway Planning and Design⁴ and California Assembly Bill 1193 codify four distinct classifications of bikeways. Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types in California and appropriate contexts for each are detailed below.

- **Class I Bikeway (Bike Path/Multi-Use Path)** provides a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Such paths can be well situated along creeks, canals, and rail lines. Class I Bikeways can also offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.
- **Class II Bikeway (Bike Lane)** provides designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).
- **Class III Bikeway (Bike Route)** provides enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and to provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. Bicycle boulevards provide further enhancements to bike routes to encourage slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.
- **Class IV Bikeway (Separated Bikeway)** provides bicycle lanes for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated Bikeways, also referred to as

⁴ California Department of Transportation. 2017. *Highway Design Manual, 6th Edition, Chapter 1000: Bikeway Planning and Design*. November.

protected bikeways, were recently adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

There are multi-use trails (i.e., Class I trails) in the project area within linear parks along East and West 8th Street (from Herb White Way to Harbor Street) and also the Pittsburg-Antioch Highway (from Harbor Street to East 14th Street). There are existing Class II bicycle lanes along Harbor Street south of East 10th Street and Railroad Avenue south of East 10th Street.

4.1.3 Setting for Regulatory Conditions

The existing regulatory setting as it relates to transportation and circulation within the vicinity of the project site is described below.

4.1.3.1 California Department of Transportation

Caltrans owns and operates the State highway system, consisting of freeways and State routes within California. In the study area, Caltrans has jurisdiction over SR 4, including the ramp terminal intersection at Railroad Avenue & SR 4/California Avenue and Harbor Street/California Avenue. Any improvements to these roadways would require Caltrans' approval. The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

4.1.3.2 Contra Costa County

The transportation policies that are currently applicable within Contra Costa County are based on the Contra Costa County Comprehensive Transportation Plan (CTP) and the East County Action Plan for Routes of Regional Significance (2017). These documents identify the criteria for analyzing transportation impacts and sets forth plans for future roadway improvements in the county.

The CTP provides the overall direction for achieving and maintaining a balanced and functional transportation system within Contra Costa County while strengthening links between land use decisions and transportation. It outlines the Contra Costa Transportation Authority's vision for Contra Costa and establishes goals, strategies, projects, and actions for achieving that vision.

For the Caltrans freeway facilities, the operational standards and significance criteria are established by the CCTA acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County. As the acting CMA, the CCTA establishes the traffic LOS standards for all state highway facilities in Contra Costa County, which supersede the general Caltrans operational standard for all state highways.⁵

⁵ Contra Costa Transportation Authority. 2013. *2013 Contra Costa Congestion Management Plan*. December 19.

4.1.3.3 City of Pittsburg

Relevant City of Pittsburg General Plan policies related to transportation are discussed below.

The Transportation and Circulation Element included in the City of Pittsburg General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City. The key policies from the City of Pittsburg General Plan include the following:

- Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand. Development projects that contribute to future traffic congestion on existing roadways shall provide mitigation to ensure adequate future capacities. Traffic analysis of development plans will determine the proportion of cumulative impact each project is creating.
- Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.
- Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1. Roadway standards are illustrated in the City's Engineering Design Standards for typical midblock applications. Additional right-of-way may be needed for turn lanes at some intersection approaches.
- Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.
- Apply for federal Congestion Mitigation Air Quality grant funding, designed to improve air quality through roadway improvement projects.

4.1.4 Impacts and Mitigation Measures

This section includes an analysis of the proposed project's impacts on the existing transportation and circulation system. CEQA Guidelines Appendix G, the City of Pittsburg General Plan, CCTA's Technical Procedures, the East County's Action Plan for Routes of Regional Significance, and City of Pittsburg staff were consulted to determine the criteria against which impacts should be evaluated as part of this analysis, and these criteria are described below.

4.1.4.1 Significance Criteria

According to CEQA guidelines, a project would have a significant impact if it would:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Based on guidance contained in the City of Pittsburg General Plan and recently prepared environmental documents for other projects in the City and County:

Signalized Intersections - Project-related operational impacts on the signalized study intersections in the City of Pittsburg are considered significant if:

- Project-related traffic causes the Level of Service (LOS) rating to deteriorate from High-LOS D (50 seconds) or better to LOS E or F, or from LOS E to LOS F for intersections not along a Regional Route of Significance (i.e., intersection 1, 14, and 16);
- Project-related traffic causes the LOS rating to deteriorate from Mid-LOS D or better to LOS E or F, or from LOS E to LOS F for intersections along Regional Routes of Significance;
- For intersections already operating at an unacceptable LOS without the project, it is considered a significant impact if the project would increase the average intersection delay by more than 5 seconds.

Unsignalized Intersections - Project-related operational impacts on unsignalized intersections are considered significant if:

- Project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections) to deteriorate from LOS E or better to LOS F, and the signal warrant is met.
- For intersections already operating at an unacceptable LOS without the project it is considered a significant impact if:
 - Project traffic results in satisfaction of the peak hour volume traffic signal warrant;
 - Project traffic increases the minor movement delay by more than 30 seconds; or
 - Where the peak hour volume signal warrant is met without Project traffic and delay cannot be measured, the project increases traffic by 10 or more vehicles per lane on the controlled approach.

- b. 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.

For the Caltrans freeway facilities being studied, the operational standards and significance criteria are established by the CCTA acting as the designated CMA representing the jurisdictions of Contra Costa County. As the acting CMA, the CCTA establishes the traffic LOS standards for all state highway facilities in CCC, which supersede the general Caltrans operational standard for all state highways.

For freeway segments, the *East County Action Plan for Routes of Regional Significance*, CCTA has established the delay index as the MTSO for SR 4 through the study area. The delay index is the ratio of travel time on a facility divided by the travel times that occur during non-congested free-flow periods. Should the delay index exceed 2.5 during either the AM or PM peak period, freeway operations would be considered deficient. This would equate to peak hour travel taking 2.5 times as long as off-peak travel or an average travel speed below 26 miles per hour assuming a non-congested free-flow speed of 65 miles per hour.

For project impact assessment purposes, an impact is significant if the project adds traffic to a mixed flow segment projected to have a delay index over 2.5 without project traffic, or if the project adds traffic to an HOV segment projected to meet or exceed the desired volume without project traffic.

The number of vehicles traveling in the high-occupancy vehicle (HOV) lane is also an MTSO. However, since the *Action Plan* sets a goal of a minimum of 600 vehicles using the HOV lanes, no significance criteria is identified for HOV lanes in this evaluation.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- e. Result in inadequate emergency access.
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Transit System - The project would create a significant impact related to transit service if either of the following criteria are met:

- The project generates a substantial increase in transit riders that cannot be adequately served by existing transit services; or,
- The project conflicts with existing or planned transit facilities.

Bicycle System - The project would create a significant impact related to the bicycle system if any of the following criteria are met:

- The project design would not provide or would eliminate bicycle facilities that connect to the area circulation system,
- The project conflicts with existing or planned bicycle facilities; or
- The project design would create hazardous conditions for bicyclists.

Pedestrian System - The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

- The project design would not provide or would eliminate pedestrian facilities to connect to the area circulation system, or
- The project design would create hazardous conditions for pedestrians, or
- The project conflicts with existing or planned pedestrian facilities.

4.1.4.2 Traffic and Circulation Impacts – Project Phase I

Impacts are presented in the following order in this section: off-site traffic operations, transit, bicycle facilities, pedestrian facilities, and on-site circulation.

Off-Site Traffic Operations. This section evaluates the potential off-site transportation impacts of Phase 1 of the proposed project under Existing Plus Project Conditions, Near-Term Plus Project Conditions, and Cumulative Plus Project Conditions, presents the estimated vehicle trip generation associated with development of the project, and the distribution of those vehicle trips on the study area's roadway network. The impacts of the increased traffic at intersections and on freeway segments in the context of applicable significance criteria are then described.

Vehicle Trip Generation Estimates. Trip generation refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. Estimates are created for the peak one-hour period during the morning (AM) and evening (PM) commute hours, when traffic volumes on adjacent streets are typically at their highest.

The proposed school would serve students in kindergarten through 12th grade with a maximum enrollment of 2,000 students. The project trip generation is estimated from using observed rates at similar land uses from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, and is presented in Table 4.1.F. For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by this proposed development assume no reductions to reflect potential higher busing or carpooling rates at the proposed school than for a typical school or to reflect the transportation demand management measures required by mitigation measures GHG-1 and TRA-16.

It is noted that students attending the school would otherwise attend other schools in Pittsburg and other East Contra Costa County communities; however, to be conservative, the associated trip reductions in the vicinities of these schools have not been credited against the trips added to the study area in this analysis.

Table 4.1.F: Phase 1 Project Trip Generation

Land Use	Quantity	Daily	AM			Afternoon			PM		
			In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-12) ^a	2,000 Students	4960	976	624	1,600	487	673	1,160	146	194	340

Source: *Trip Generation Manual 10th Edition*, Institute of Transportation Engineers; Fehr & Peers (August 2018).

^a Land Use 536, Private School (K-12). Based on professional experience, Fehr & Peers has found that the ITE rate for private schools is most appropriate to use in analyzing trips associated with charter schools.

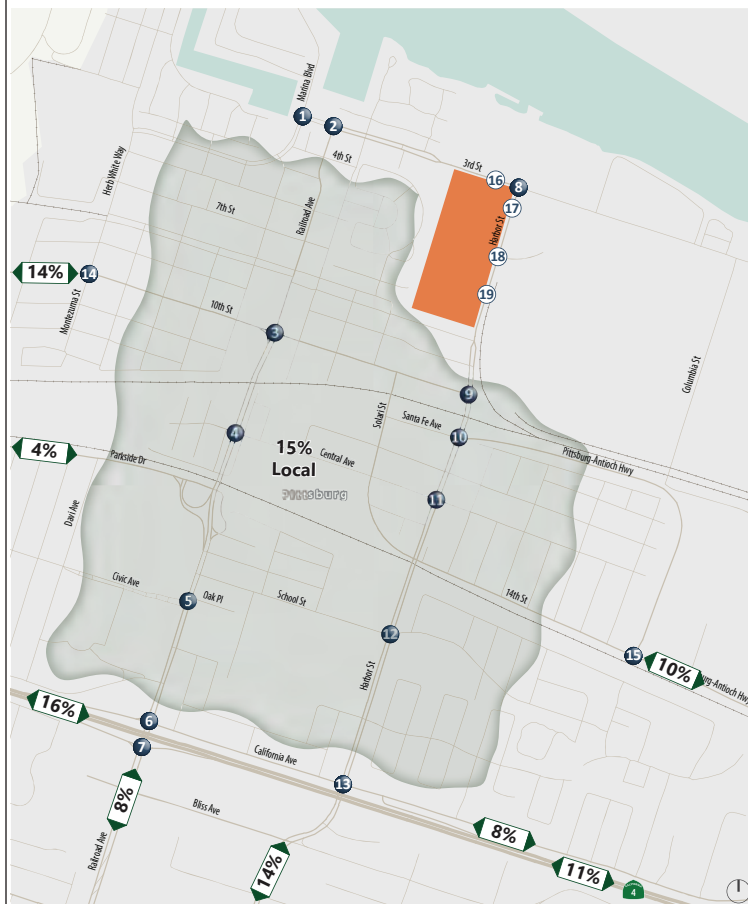
Vehicle Trip Distribution. Trip distribution is defined as the direction of approach and departure that vehicles would use to arrive at and depart from the site. The trip distribution estimates were developed based on the locations of complementary land uses and existing travel patterns in the area. Project trip distribution percentages are shown on Figure 4.1-4.

Vehicle Trip Assignment. Trip assignment is defined as the specific roadway segments and intersection turning movements each vehicle would use to arrive at and depart from the site. The Project trip assignment is also shown on Figure 4.1-4.

Existing Plus Project Conditions. Potential transportation-related impacts resulting from Existing Plus Project conditions are discussed below.

Intersection Operations. The Existing Plus Project traffic analysis adds the project trips to existing traffic volumes. The project trips were assigned to the roadway system based on the directions of approach and departure discussed previously. Figure 4.1-4 shows the net new project trips assigned to each turning movement at the study intersections, and Figure 4.1-5 shows the Existing Plus Project traffic volumes.

Existing Plus Project conditions were evaluated using the same methods described in Section 4.1.1.4. The Existing Plus Project analysis results are presented in Table 4.1.G based on the traffic volumes shown in Figure 4.1-5. Signal timings were not changed from the existing conditions timings. The corresponding LOS calculation sheets are included in Appendix C.



1. Marina Blvd/East 3rd Street 	2. Railroad Avenue/East 3rd Street 	3. Railroad Avenue/East 10th Street 	4. Railroad Avenue/Central Avenue 	5. Railroad Avenue/Civic Avenue
6. Railroad Ave/SR-4 WB OnRamps/California Ave 	7. Railroad Avenue/SR-4 EB Ramps 	8. Harbor Street/East 3rd Street 	9. Harbor Street/East 10th Street 	10. Harbor St/East Santa Fe Ave/Pittsburg-Antioch Hwy
11. Harbor Street/Central Avenue 	12. Harbor Street/School St 	13. Harbor Street/California Avenue 	14. Herb White Way/Montezuma St/West 10th St 	15. Pittsburg-Antioch Hwy/East 14th Street
16. Project Driveway/East 3rd Street 	17. Harbor Street/Project North Access 	18. Harbor Street/Project Mid Access 	19. Harbor Street/Project South Access 	

XX [YY] (ZZ) AM [Midday] (PM) Peak Hour Traffic Volumes

Signalized Intersection

Stop Sign

LSA



NOT TO SCALE

FIGURE 4.1-4

Pittsburg Making Waves Academy Charter School Project EIR
Phase I Project Trip Distribution and Assignment

SOURCE: FEHR & PEERS, 2018.

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FIGURE 4.1-5

LSA



NOT TO SCALE

SOURCE: FEHR & PEERS, 2018.

I:\PIT1801 Making Waves\figures\Fig 4.1-5.ai (10/25/18)

Pittsburg Making Waves Academy Charter School Project EIR
Existing with Phase I Project Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls

Table 4.1.G: Peak Hour Intersection LOS – Existing Plus Project Conditions

	Intersection	Control ^b	Peak Hour ^a	Existing Conditions		Existing Plus Project	
				Delay ^{c, d}	LOS	Delay ^{c, d}	LOS
1	MARINA BOULEVARD & EAST 3RD STREET	AWSC	AM	8.3	A	9.1	A
			PM	9.2	A	9.3	A
2	RAILROAD AVENUE & EAST 3RD STREET	AWSC	AM	7.7	A	9.9	A
			PM	8.3	A	8.6	A
3	RAILROAD AVENUE & EAST 10TH STREET	Signal	AM	24.6	C	31.5	C
			PM	21.6	C	22.5	C
4	RAILROAD AVENUE & CENTRAL AVENUE	Signal	AM	14.7	B	19.3	B
			PM	9.8	A	9.8	A
5	RAILROAD AVENUE & CIVIC AVENUE	Signal	AM	12.2	B	11.5	B
			PM	26.1	C	25.9	C
6	RAILROAD AVENUE & SR-4 WB ON-RAMP/CALIFORNIA AVENUE	Signal	AM	38.0	D	38.9	D
			PM	30.3	C	30.5	C
7	RAILROAD AVENUE & SR-4 EB RAMPS	Signal	AM	22.5	C	25.9	C
			PM	31.3	C	32.4	C
8	HARBOR STREET & EAST 3RD STREET	AWSC	AM	8.1	A	41.2	E
			PM	7.9	A	8.4	A
9	HARBOR STREET & EAST 10TH STREET	SSSC	AM	7.1 (47.3)	A (E)	>120 (>120)	F (F)
			PM	5 (23.1)	A (C)	5.7 (40.0)	A (E)
10	HARBOR STREET & EAST SANTA FE AVENUE/PITTSBURG –ANTIOCH HWY	Signal	AM	11.8	B	36.6	D
			PM	11.1	B	12.5	B
11	HARBOR STREET & CENTRAL AVENUE	AWSC	AM	12.3	B	37.7	E
			PM	9.9	A	10.7	B
12	HARBOR STREET & SCHOOL STREET ^e	Signal	AM	85.4	F	74.1	E
			PM	15.1	B	15.5	B
13	HARBOR STREET & CALIFORNIA AVENUE ^e	Signal	AM	95.3	F	101.8	F
			PM	83.5	F	88.4	F
14	HERB WHITE WAY & WEST 10TH STREET	Signal	AM	10.9	B	14.2	B
			PM	9.5	A	9.7	A
15	PITTSBURG –ANTIOCH HIGHWAY & EAST 14th STREET	Signal	AM	8.4	A	10.2	B
			PM	8.0	A	8.3	A
16	PROJECT ACCESS & EAST 3RD STREET	SSSC	AM	--	--	11.9 (32.7)	B (D)
			MD	--	--	9.5 (22.4)	A (C)
			PM	--	--	2.4 (9.9)	A (A)
17	HARBOR STREET & NORTHERN PROJECT ACCESS	SSSC	AM	--	--	3.5 (21.4)	A (C)
			MD	--	--	3.7 (20.1)	A (C)
			PM	--	--	1.4 (11.1)	A (B)
18	HARBOR STREET & MIDDLE PROJECT ACCESS	SSSC	AM	--	--	16.3 (107.6)	C (F)
			MD	--	--	5.8 (29.6)	A (D)
			PM	--	--	1.5 (9.8)	A (A)
19	HARBOR STREET & SOUTHERN PROJECT ACCESS	Entry Only	AM	--	--	26.4 (80.5)	D (F)
			MD	--	--	3.3 (15.7)	A (C)
			PM	--	--	1.2 (2.4)	A (A)

Source: Fehr & Peers, 2018.

Bold indicates operations below the LOS standard for acceptable operations. **Bold and highlighted** indicates a significant impact.

^a AM = morning peak hour, MD = mid-day/afternoon peak hour, PM = afternoon peak hour.

^b Signal = Signalized intersection; AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersections

^c Average intersection delay is calculated for all signalized intersections using the 2010 HCM method unless otherwise specified.

^d For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst movement in parentheses.

^e Average intersection delay is calculated using the 2000 HCM method.

The addition of project traffic would have a significant impact on intersection operations under Existing Plus Project Conditions at the following locations:

- Harbor Street & East 10th Street (intersection 9) in the AM Peak Hour;
- Harbor Street & California Avenue (intersection 13) in the AM Peak Hour;
- Harbor Street & Middle Project Driveway (intersection 18) in the AM Peak Hour; and
- Harbor Street & South Project Driveway (intersection 19) in the AM Peak Hour.

The addition of project traffic at the intersection of Harbor Street & School Street would improve the average intersection delay at the intersection in the weekday AM peak hour. This is because the intersection currently operates with actuated-coordinated operations and the project adds traffic to non-critical movements (the northbound and southbound through movements).

Impact TRA-1: The addition of project traffic to the intersection of Harbor Street & East 10th Street (#9) would degrade side-street operations from LOS E to LOS F during the weekday AM peak hour under Existing Plus Project Conditions. The peak hour signal warrant is met at this intersection under Existing Plus Project Conditions. (S)

Mitigation Measure TRA-1: The project applicant shall install a traffic signal at the intersection of Harbor Street & East 10th Street, prior to enrollment of the 7th grade students (which would be the third grade level to enroll at the school).

The installation of a traffic signal would improve intersection operations to LOS C in the weekday AM peak hour, reducing the impact to a *less-than-significant* level. (LTS)

Impact TRA-2: The intersection of Harbor Street & California Avenue (#13) operates at LOS F under Existing Conditions in the weekday AM and PM peak hours. The additional of project traffic to the intersection would degrade intersection operations by more than 5.0 seconds during the weekday AM peak hour under Existing Plus Project Conditions. (S)

Mitigation Measure TRA-2: The project applicant shall fund signal timing adjustments at the intersection of Harbor Street & California Avenue. The timing adjustments will be performed prior to the enrollment of the 7th grade students (which would be the third grade level to enroll at the school), and again when the school is fully occupied, as the timing requirements will change based on the change in traffic volumes generated by the school that use this intersection. Adjusting the signal timings at the intersection would result in an intersection delay value of 92.9 seconds in the weekday AM peak hour under Existing Plus Project conditions, eliminating the delay increase with

the Project. This would reduce the impact to a *less-than-significant* level. (LTS)

Impact TRA-3: The side-street/entry operations at the middle (#18) and south (#19) project access intersections on Harbor Street operates at LOS F in the weekday AM peak hour under Existing Plus Project Conditions. (S)

Mitigation Measure TRA-3: Implement Mitigation Measure TRA-15. (LTS)

Freeway Operations. Existing Plus Project conditions for freeway operations were evaluated using the same methods described in Section 4.1.1.4. The Existing Plus Project analysis results for the general purpose lanes are presented in Table 4.1.H. The addition of project traffic would add traffic to westbound SR 4 between Railroad Avenue and Bailey Road in the AM peak hour, which already exceeds the delay index threshold. This is considered a *significant* impact.

The Existing Plus Project analysis results for the HOV lanes are presented in Table 4.1.I. The project would add traffic to the HOV lanes within the study area. Because the *East County Action Plan for Routes of Regional Significance* encourages higher use of HOV lanes, this is a *less-than-significant* impact.

Table 4.1.H: Freeway LOS – Existing Plus Project Conditions

Segment		Type	Peak Hour	Existing Conditions		Existing Plus Project	
				Volume	Delay Index	Volume	Delay Index
State Route 4 (Westbound)							
1	Somersville Road to Loveridge Road	Basic	AM PM	3,116	1.00	3,203	1.00
				6,022	1.00	6,035	1.00
2	Loveridge Road to Railroad Avenue	Basic	AM PM	4,260	1.00	4,343	1.00
				3,955	1.00	3,968	1.00
3	Railroad Avenue to Bailey Road	Basic	AM PM	9,800	5.43	9,890	5.77
				3,662	1.00	3,686	1.00
State Route 4 (Eastbound)							
4	Bailey Road to Railroad Avenue	Basic	AM PM	2,999	1.00	3,120	1.00
				6,520	1.05	6,538	1.06
5	Railroad Avenue to Loveridge Road	Basic	AM PM	3,439	1.00	3,455	1.00
				6,667	1.01	6,672	1.01
6	Loveridge Road to Somersville Road	Basic	AM PM	4,712	1.00	3,203	1.00
				3,351	1.00	6,035	1.00

Source: Fehr & Peers, August 2018.

Table 4.1.I: HOV Lane Volumes – Existing Plus Project Conditions

Segment		Peak Hour	Type	Volume	
				Existing	Existing Plus Project
State Route 4 (Westbound)					
1	Somerville Road to Loveridge Road	AM PM	HOV	590	610
				1,121	1,124
2	Loveridge Road to Railroad Avenue	AM PM	HOV	952	976
				655	658
3	Railroad Avenue to Bailey Road	AM PM	HOV	962	972
				805	812
State Route 4 (Eastbound)					
4	Bailey Road to Railroad Avenue	AM PM	HOV	674	709
				1,417	1,422
5	Railroad Avenue to Loveridge Road	AM PM	HOV	633	636
				1,261	1,262
6	Loveridge Road to Somerville Road	AM PM	HOV	621	624
				527	528

Source: Fehr & Peers, August 2018.

Impact TRA-4: The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under existing conditions. This is a significant impact. (S)

Mitigation Measure TRA-4: The project will pay the Regional Transportation Development Impact Mitigation Fee (the “RTDIM”) to fund regional freeway system improvements including State Route 4 improvements. Because the project applicant and the City of Pittsburg do not control the funding, prioritization and construction of improvement projects, this impact would remain significant and unavoidable. (SU)

Near-Term Plus Project Conditions. Potential transportation-related impacts resulting from Near-Term Plus Project conditions are discussed below.

Traffic Forecasts. The Near-Term case represents conditions at year 2021, with the addition of traffic from reasonably foreseeable projects in the area and general baseline growth in traffic. Based on a review of projected growth in the Contra Costa County Travel Demand Model, a yearly growth rate of 1.0 percent per year was applied to the existing intersection turning movement volumes and a yearly growth rate of 0.5 percent per year was applied to the existing freeway volumes to represent growth from all regional and local land use development between 2017 and 2021.

The Near-Term Without Project intersection traffic volumes are shown in Figure 4.1-6. The Near-Term Plus Project intersection traffic volumes were prepared by adding the project trip assignment in Figure 4.1-4 to the volumes in Figure 4.1-6 and are shown in Figure 4.1-7.



1. Manna Blvd/East 3rd Street 	2. Railroad Avenue/East 3rd Street 	3. Railroad Avenue/East 10th Street 	4. Railroad Avenue/Central Avenue 	5. Railroad Avenue/Civic Avenue
6. Railroad Ave/SR-4 WB On-Ramps/California Ave 	7. Railroad Avenue/SR-4 EB Ramps 	8. Harbor Street/East 3rd Street 	9. Harbor Street/East 10th Street 	10. Harbor St/East Santa Fe Ave/Pittsburg-Anchorage Hwy
11. Harbor Street/Central Avenue 	12. Harbor Street/School St 	13. Harbor Street/California Avenue 	14. Herb White Way/Montezuma St/Weast 10th Street 	15. Pittsburg-Anchorage Hwy/East 14th Street
16. Project Driveway/East 3rd Street 	17. Harbor Street/Project North Access 	18. Harbor Street/Project Mid Access 	19. Harbor Street/Project South Access 	

FIGURE 4.1-6

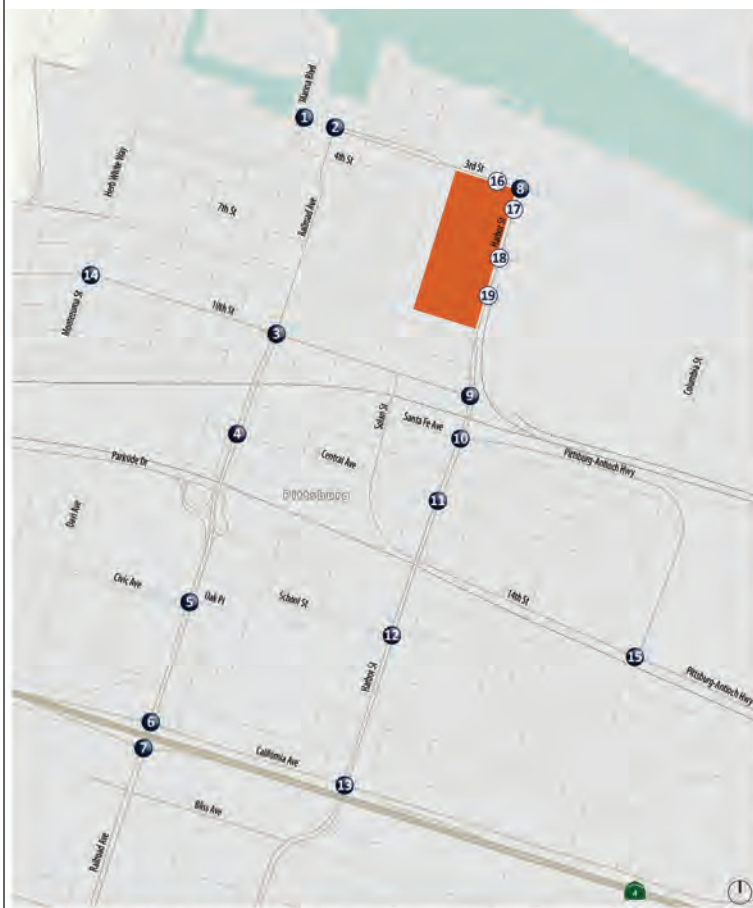
LSA



Pittsburg Making Waves Academy Charter School Project EIR
 Near-Term Project Peak Hour
 Intersection Traffic Volumes, Lane Configurations and Traffic Controls

SOURCE: FEHR & PEERS, 2018.

I:\PIT1801 Making Waves\figures\Fig_4.1-6.ai (10/25/18)



1. Marina Blvd/East 3rd Street	2. Railroad Avenue/East 3rd Street	3. Railroad Avenue/East 10th Street	4. Railroad Avenue/Central Avenue	5. Railroad Avenue/Civic Avenue
6. Railroad Ave/SR-4 WB OnRamps/California Ave	7. Railroad Avenue/SR-4 EB Ramps	8. Harbor Street/East 3rd Street	9. Harbor Street/East 10th Street	10. Harbor St/East Santa Fe Ave/Pittsburg-Anioch Hwy
11. Harbor Street/Central Avenue	12. Harbor Street/School St	13. Harbor Street/California Avenue	14. Herb White Way/Montezuma St/West 10th Street	15. Pittsburg-Anioch Hwy/East 14th Street
16. Project Driveway/East 3rd Street	17. Harbor Street/Project North Access	18. Harbor Street/Project Mid Access	19. Harbor Street/Project South Access	1. Marina Blvd/East 3rd Street

Project Site
 # Study Intersection
 # With Project Study Intersection
 XX [YY] (ZZ) AM (Midday) (PM) Peak Hour Traffic Volumes
 Signalized Intersection
 ● Stop Sign

Intersection Operations. Near-Term Without Project and Near-Term Plus Project conditions were evaluated using the same methods described in Section 4.1.1.4. The analysis results are presented in Table 4.1.J based on the traffic volumes shown in Figure 4.1-6 and Figure 4.1-7. Signal timings and peak hour factors were not changed from the existing condition timings. The corresponding LOS calculation sheets are included in Appendix C.

The addition of project traffic would result in a significant impact on intersection operations under Near-Term Plus Project Conditions at the following locations:

- Harbor Street & East 10th Street (intersection 9) in the AM Peak Hour;
- Harbor Street & California Avenue (intersection 13) in the AM & PM Peak Hours;
- Harbor Street & Middle Project Driveway (intersection 18) in the AM Peak Hour; and
- Harbor Street & South Project Driveway (intersection 19) in the AM Peak Hour.

The addition of project traffic at the intersection of Harbor Street & School Street would improve the average intersection delay at the intersection in the weekday AM peak hour. The intersection currently operates with Actuated Coordinated operations and the project adds traffic to non-critical movements.

Impact TRA-5: The side-street of Harbor Street & East 10th Street (#9) operates at LOS F under Near-Term Without Project Conditions during the weekday AM hour. The addition of project traffic to the intersection would degrade side-street operations by more than 30 seconds during the weekday AM peak hour under Near-Term Plus Project Conditions. The peak hour signal warrant is met under Near-Term Plus Project Conditions. (S)

Mitigation Measure TRA-5: Implement Mitigation Measure TRA-1, which is a project impact mitigation. The project applicant shall install a traffic signal at the intersection of Harbor Street & East 10th Street prior to the enrollment of the 7th grade students (which would be the third grade level to enroll at the school). The installation of a traffic signal would improve intersection operations to LOS C in the weekday AM peak hour, reducing the impact to a *less-than-significant* level. (LTS)

Table 4.1.J: Peak Hour Intersection LOS – Near Term Plus Project Conditions

Intersection		Control ^b	Peak Hour ^a	Near Term Conditions		Near Term Plus Project	
				Delay ^{c,d}	LOS	Delay ^{c,d}	LOS
1	MARINA BOULEVARD & EAST 3RD STREET	AWSC	AM	8.4	A	9.2	A
			PM	9.3	A	9.4	A
2	RAILROAD AVENUE & EAST 3RD STREET	AWSC	AM	7.7	A	9.9	A
			PM	8.3	A	8.7	A
3	RAILROAD AVENUE & EAST 10TH STREET	Signal	AM	25.8	C	33.2	C
			PM	22.0	C	23.0	C
4	RAILROAD AVENUE & CENTRAL AVENUE	Signal	AM	15.5	B	20.1	C
			PM	9.9	A	9.9	A
5	RAILROAD AVENUE & CIVIC AVENUE	Signal	AM	12.3	B	11.5	B
			PM	26.2	C	25.9	C
6	RAILROAD AVENUE & SR-4 WB ON-RAMP/CALIFORNIA AVENUE	Signal	AM	39.7	D	41.6	D
			PM	30.5	C	30.6	C
7	RAILROAD AVENUE & SR-4 EB RAMPS	Signal	AM	22.8	C	26.2	C
			PM	32.3	C	33.2	C
8	HARBOR STREET & EAST 3RD STREET	AWSC	AM	8.2	A	42.6	E
			PM	8.0	A	8.4	A
9	HARBOR STREET & EAST 10TH STREET	SSSC	AM	7.4 (52.4)	A (F)	>120 (>120)	F (F)
			PM	5.1 (24.3)	A (C)	5.9 (43.3)	A (E)
10	HARBOR STREET & EAST SANTA FE AVENUE/PITTSBURG –ANTIOCH HWY	Signal	AM	12.2	B	38.7	D
			PM	11.4	B	12.9	B
11	HARBOR STREET & CENTRAL AVENUE	AWSC	AM	12.6	B	40.6	E
			PM	10.0	A	10.8	B
12	HARBOR STREET & SCHOOL STREET ^e	Signal	AM	86.7	F	75.4	E
			PM	15.2	B	15.7	B
13	HARBOR STREET & CALIFORNIA AVENUE ^e	Signal	AM	99.4	F	106.4	F
			PM	86.6	F	92.0	F
14	HERB WHITE WAY & WEST 10TH STREET	Signal	AM	11.1	B	14.8	B
			PM	9.6	A	9.9	A
15	PITTSBURG –ANTIOCH HIGHWAY & EAST 14th STREET	Signal	AM	8.4	A	10.3	B
			PM	8.0	A	8.4	A
16	PROJECT ACCESS & EAST 3RD STREET	SSSC	AM	--	--	11.6 (31.6)	B (D)
			MD	--	--	9.6 (22.8)	A (C)
			PM	--	--	2.3 (9.9)	A (A)
17	HARBOR STREET & NORTHERN PROJECT ACCESS	SSSC	AM	--	--	3.5 (21.6)	A (C)
			MD	--	--	3.7 (20.3)	A (C)
			PM	--	--	1.4 (11.2)	A (B)
18	HARBOR STREET & MIDDLE PROJECT ACCESS	SSSC	AM	--	--	16.8 (112.4)	C (F)
			MD	--	--	5.8 (30.1)	A (D)
			PM	--	--	1.5 (9.8)	A (A)
19	HARBOR STREET & SOUTHERN PROJECT ACCESS	SSSC	AM	--	--	26.7 (81.6)	D (F)
			MD	--	--	3.3 (15.8)	A (C)
			PM	--	--	1.1 (8.0)	A (A)

Source: Fehr & Peers, 2018.

Bold indicates operations below the LOS standard for acceptable operations. **Bold and highlighted** indicates a significant impact.

^a AM = morning peak hour, MD = mid-day/afternoon peak hour, PM = afternoon peak hour.

^b Signal = Signalized intersection; AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersections

^c Average intersection delay is calculated for all signalized intersections using the 2010 HCM method unless otherwise specified.

^d For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst movement in parentheses.

^e Average intersection delay is calculated using the 2000 HCM method.

Impact TRA-6: The intersection of Harbor Street & California Avenue (#13) operates at LOS F under Near-Term Without Project Conditions during the weekday AM and PM peak hours. The addition of project traffic to the intersection would degrade intersection operations by greater than 5.0 seconds during both the weekday AM and PM peak hours under Near-Term Plus Project Conditions. (S)

Mitigation Measure TRA-6: Implement Mitigation Measure TRA-2. The Project Applicant shall fund signal timing adjustments at the intersection of Harbor Street & California Avenue. The timing adjustments will be performed prior to the enrollment of the 7th grade students (which would be the third grade level to enroll at the school), and again when the school is fully occupied, as the timing requirements will change based on the change in traffic volumes generated by the school traffic using this intersection. Adjusting the signal timings at the intersection would result in an intersection delay value of 95.6 seconds in the weekday AM peak hour and 55.2 in the weekday PM peak hour, under Near-Term Plus Project conditions. This improvement would eliminate the delay increase with the project; therefore adjusting the signal timings would reduce the impact to a *less-than-significant* level. (LTS)

Impact TRA-7: The side-street/entry operations at the middle (#18) and south (#19) project access intersections on Harbor Street operates at LOS F in the weekday AM peak hour under Near-Term Plus Project Conditions. (S)

Mitigation Measure TRA-7: Implement Mitigation Measure TRA-15. (LTS)

Freeway Operations. Near-Term Without Project and Near-Term Plus Project conditions were evaluated using the same methods described in Section 4.1.1.4. The analysis results are presented in Table 4.1.K. The corresponding LOS calculation sheets are included in Appendix C. As in the Existing Plus Project analysis, the addition of project traffic would add traffic to westbound SR 4 between Railroad Avenue and Bailey Road, which already exceeds the delay index threshold. This is considered a significant impact.

Table 4.1.K: Freeway LOS – Near Term Conditions

Segment		Type	Peak Hour	Near-Term Conditions		Near-Term Plus Project	
				Volume	Delay Index	Volume	Delay Index
State Route 4 (Westbound)							
1	Somersville Road to Loveridge Road	Basic	AM PM	3,200	1.00	3,287	1.00
				6,100	1.00	6,113	1.00
2	Loveridge Road to Railroad Avenue	Basic	AM PM	4,300	1.00	4,383	1.00
				4,100	1.00	4,113	1.00
3	Railroad Avenue to Bailey Road	Basic	AM PM	9,900	5.77	9,990	6.13
				3,700	1.00	3,724	1.00
State Route 4 (Eastbound)							
4	Bailey Road to Railroad Avenue	Basic	AM PM	3,050	1.00	3,171	1.00
				6,600	1.06	6,618	1.06
5	Railroad Avenue to Loveridge Road	Basic	AM PM	3,500	1.00	3,515	1.00
				6,800	1.01	6,805	1.01
6	Loveridge Road to Somersville Road	Basic	AM PM	4,800	1.00	4,816	1.00
				3,400	1.00	3,405	1.00

Source: Fehr & Peers, August 2018.

The Near Term Without Project and Near Term Plus Project analysis results for the HOV lanes are presented in Table 4.1.L. The addition of project traffic would add traffic to HOV lanes within the study area. Because the *East County Action Plan for Routes of Regional Significance* encourages higher use of HOV lanes, this is a less than significant impact.

Table 4.1.L: HOV Lane Volumes – Near Term Conditions

Segment		Peak Hour	Type	Volume	
				Near-Term Conditions	Near-Term Plus Project
State Route 4 (Westbound)					
1	Somerville Road to Loveridge Road	AM PM	HOV	600	620
				1,140	1,143
2	Loveridge Road to Railroad Avenue	AM PM	HOV	970	994
				670	673
3	Railroad Avenue to Bailey Road	AM PM	HOV	980	990
				820	827
State Route 4 (Eastbound)					
4	Bailey Road to Railroad Avenue	AM PM	HOV	690	725
				1,440	1,445
5	Railroad Avenue to Loveridge Road	AM PM	HOV	650	654
				1,280	1,281
6	Loveridge Road to Somerville Road	AM PM	HOV	690	725
				540	541

Source: Fehr & Peers, August 2018.

Impact TRA-8: The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions. This is a significant impact. (S)

Mitigation Measure TRA-8: Implement Mitigation Measure TRA-4. (SU)

Cumulative Plus Project Conditions. Potential transportation-related impacts resulting from Cumulative Plus Project conditions are discussed below.

Traffic Forecasts. The Cumulative Without Project condition represents conditions at year 2040, with traffic growth from other regional sources at the intersections and freeway segments in the study area. As described previously under the Near-Term Without Project discussion, a yearly growth rate of 1.0 percent per year was applied to the existing intersection turning movement volumes and a yearly growth rate of 0.5 percent per year was applied to the existing freeway volumes. This growth rate was derived from the Contra Costa County Travel Demand Model and represents growth from all regional and local land use development between 2018 and 2040. The Cumulative Without Project intersection traffic volumes are shown in Figure 4.1-8.

The Cumulative Plus Project intersection traffic volumes were prepared by adding the project trip assignment in Figure 4.1-4 to the volumes in Figure 4.1-8 and are shown in Figure 4.1-9.

Intersection Operations. Cumulative Without Project and Cumulative Plus Project conditions were evaluated using the same methods described in Section 4.1.1.4. The analysis results are presented in Table 4.1.M based on the traffic volumes shown in Figure 4.1-8 and Figure 4.1-9. Peak hour factors were not changed from the existing condition timings. Traffic signal timing were optimized at intersections where the initial analysis indicated LOS E or F operations, reflecting that as part of the City of Pittsburg's continuing maintenance of traffic signals, signal timing for intersections near capacity are regularly updated to better accommodate actual travel demand. The corresponding LOS calculation sheets are included in Appendix C.

The addition of project traffic would result in a significant impact on intersection operations under Cumulative Plus Project Conditions at the following locations:

- Harbor Street & East 10th Street (intersection 9) in the AM Peak Hour;
- Harbor Street & Central Avenue (intersection 11) in the AM Peak Hour;
- Harbor Street & School Street (intersection 12) in the AM Peak Hour;
- Harbor Street & California Avenue (intersection 13) in the AM Peak Hour;
- Harbor Street & Middle Project Driveway (intersection 18) in the AM Peak Hour; and
- Harbor Street & South Project Driveway (intersection 19) in the AM Peak Hour.

Table 4.1.M: Peak Hour Intersection LOS – Cumulative Plus Project Conditions

Intersection		Control ^b	Peak Hour ^a	Cumulative Conditions		Cumulative Plus Project	
				Delay ^{c,d}	LOS	Delay ^{c,d}	LOS
1	MARINA BOULEVARD & EAST 3RD STREET	AWSC	AM	8.5	A	9.4	A
			PM	9.6	A	9.8	A
2	RAILROAD AVENUE & EAST 3RD STREET	AWSC	AM	7.8	A	10.1	B
			PM	8.5	A	8.9	A
3	RAILROAD AVENUE & EAST 10TH STREET	Signal	AM	31.8	C	40.5	D
			PM	23.8	C	25.3	C
4	RAILROAD AVENUE & CENTRAL AVENUE	Signal	AM	19.1	B	25.0	C
			PM	10.7	B	10.5	B
5	RAILROAD AVENUE & CIVIC AVENUE	Signal	AM	12.7	B	11.7	B
			PM	26.4	C	26.0	C
6	RAILROAD AVENUE & SR-4 WB ON-RAMP/CALIFORNIA AVENUE	Signal	AM	48.3	D	54.1	D
			PM	31.5	C	31.7	C
7	RAILROAD AVENUE & SR-4 EB RAMPS	Signal	AM	24.8	C	28.3	C
			PM	39.3	D	40.1	D
8	HARBOR STREET & EAST 3RD STREET	AWSC	AM	8.4	A	48.8	E
			PM	8.2	A	8.6	A
9	HARBOR STREET & EAST 10TH STREET	SSSC	AM	8.2 (76.5)	A (F)	>120 (>120)	F (F)
			PM	5.3 (28.9)	A (D)	6.7 (58.5)	A (F)
10	HARBOR STREET & EAST SANTA FE AVENUE/PITTSBURG –ANTIOCH HWY	Signal	AM	14.2	B	46.9	D
			PM	12.7	B	13.9	B
11	HARBOR STREET & CENTRAL AVENUE	AWSC	AM	14.1	B	52.8	F
			PM	10.6	B	11.6	B
12	HARBOR STREET & SCHOOL STREET ^e	Signal	AM	57.4	E	66.4	E
			PM	15.8	B	16.5	B
13	HARBOR STREET & CALIFORNIA AVENUE ^e	Signal	AM	95.5	F	113.9	F
			PM	59.0	E	61.3	E
14	HERB WHITE WAY & WEST 10TH STREET	Signal	AM	13.3	B	17.2	B
			PM	10.0	A	10.2	B
15	PITTSBURG –ANTIOCH HIGHWAY & EAST 14th STREET	Signal	AM	8.8	A	10.8	B
			PM	8.3	A	8.6	A
16	PROJECT ACCESS & EAST 3RD STREET	SSSC	AM	--	--	12.2 (34.0)	B (D)
			MD	--	--	9.9 (24.4)	A (C)
			PM	--	--	2.2 (10.0)	A (A)
17	HARBOR STREET & NORTHERN PROJECT ACCESS	SSSC	AM	--	--	3.5 (22.6)	A (C)
			MD	--	--	3.7 (21.4)	A (C)
			PM	--	--	1.3 (11.4)	A (B)
18	HARBOR STREET & MIDDLE PROJECT ACCESS	SSSC	AM	--	--	18.1 (>120)	C (F)
			MD	--	--	5.9 (32.0)	A (D)
			PM	--	--	1.4 (9.9)	A (A)
19	HARBOR STREET & SOUTHERN PROJECT ACCESS	SSSC	AM	--	--	27.6 (85.7)	D (F)
			MD	--	--	3.3 (16.1)	A (C)
			PM	--	--	1.1 (8.1)	A (A)

Source: Fehr & Peers, 2018.

Bold indicates operations below the LOS standard for acceptable operations. **Bold and highlighted** indicates a significant impact.^a AM = morning peak hour, MD = mid-day/afternoon peak hour, PM = afternoon peak hour.^b Signal = Signalized intersection; AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersections^c Average intersection delay is calculated for all signalized intersections using the 2010 HCM method unless otherwise specified.^d For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst movement in parentheses.^e Average intersection delay is calculated using the 2000 HCM method.



1 Marina Blvd/East 3rd Street	2 Railroad Avenue/East 3rd Street	3 Railroad Avenue/East 10th Street	4 Railroad Avenue/Central Avenue	5 Railroad Avenue/Civic Avenue
Marina Blvd East 3rd Street 0 (0) 46 (63) 55 (138) 96 (133) 1 (0) 74 (72)	East 3rd Street 103 (128) 18 (49) 92 (97) 46 (62) 27 (67) 15 (40)	Railroad Avenue East 10th Street 53 (13) 210 (212) 145 (75) 52 (61) 428 (241) 81 (117) 9 (32) 190 (201) 215 (198) 187 (224) 217 (275) 63 (110)	Central Avenue East 10th Street 6 (6) 570 (558) 25 (21) 25 (15) 11 (17) 497 (160) 9 (3) 8 (1) 9 (4) 27 (23) 472 (608) 267 (284)	Civic Avenue East 10th Street 60 (64) 830 (975) 1 (3) 3 (3) 2 (1) 4 (3) 256 (93) 682 (556) 263 (469) 766 (826) 2 (5)
6 Railroad Ave/SR-4 WB OnRamps/California Ave	7 Railroad Avenue/SR-4 EB Ramps	8 Harbor Street/East 3rd Street	9 Harbor Street/East 10th Street	10 Harbor St/East Santa Fe Ave/Pittsburg-Antioch Hwy
SR-4 WB OnRamps California Avenue 114 (238) 1,061 (829) 92 (84) 423 (359) 193 (254) 438 (213) 168 (417) 839 (876) 158 (107)	SR-4 EB Ramps California Avenue 0 (0) 1,190 (675) 308 (387) 416 (560) 9 (0) 404 (581) 748 (840) 310 (586)	East 3rd Street 4 (1) 88 (99) 122 (168) 8 (2)	East 10th Street 15 (12) 130 (221) 25 (20) 212 (215) 460 (284) 166 (232)	East Santa Fe Avenue 2 (1) 229 (232) 222 (274) 335 (185) 11 (7) 50 (14) 6 (0) 3 (1) 8 (8) 383 (376) 25 (18)
11 Harbor Street/Central Avenue	12 Harbor Street/School St	13 Harbor Street/California Avenue	14 Herb White Way/Montezuma St/West 10th Street	15 Pittsburg-Antioch Hwy/East 14th Street
Central Avenue 10 (10) 304 (266) 12 (6) 10 (9) 33 (14) 52 (36) 13 (18) 18 (24) 123 (32) 201 (41) 364 (417) 44 (70)	School St 44 (29) 322 (261) 85 (31) 164 (20) 38 (16) 355 (128) 44 (38) 12 (46) 274 (274) 415 (235) 383 (456) 261 (138)	California Avenue 114 (89) 677 (587) 135 (206) 336 (282) 743 (563) 429 (479) 81 (78) 108 (180) 44 (18) 297 (273) 633 (352) 98 (158)	West 10th Street 112 (44) 4 (6) 89 (63) 61 (53) 604 (215) 20 (41) 57 (76) 241 (266) 10 (17) 18 (12) 8 (8) 44 (44)	East 14th Street 8 (9) 176 (212) 391 (176) 348 (198) 4 (2) 344 (263)
16 Project Driveway/East 3rd Street	17 Harbor Street/Project North Access	18 Harbor Street/Project Mid Access	19 Harbor Street/Project South Access	
East 3rd Street 123 (107) 0 (0) 93 (95) 0 (0) 0 (0)	Project North Access 144 (95) 0 (0) 0 (0) 0 (0) 158 (107)	Project Mid Access 0 (0) 144 (95) 0 (0) 0 (0) 0 (0) 158 (107)	Project South Access 0 (0) 144 (95) 0 (0) 0 (0) 0 (0) 158 (107)	

LSA



NOT TO SCALE

FIGURE 4.1-8

Pittsburg Making Waves Academy Charter School Project EIR
Cumulative Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls

SOURCE: FEHR & PEERS, 2018.

I:\PIT1801 Making Waves\figures\Fig 4.1-8.ai (10/25/18)



FIGURE 4.1-9

LSA



NOT TO SCALE

Pittsburg Making Waves Academy Charter School Project EIR
Cumulative with Phase I Project Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls

SOURCE: FEHR & PEERS, 2018.

I:\PIT1801 Making Waves\figures\Fig 4.1-9.ai (10/25/18)

Impact TRA-9: The side-street of Harbor Street & East 10th Street (#9) operates at LOS F and D under Cumulative Without Project Conditions during the weekday AM and PM hours, respectively. The additional of project traffic would degrade side-street operations by more than 30 seconds during the weekday AM peak hour and degrade side-street operations from LOS D to LOS F during the weekday PM peak hour under Cumulative Plus Project Conditions. The peak hour signal warrant is met under Cumulative Plus Project Conditions. (S)

Mitigation Measure TRA-9: Implement Mitigation Measure TRA-1, which is a project impact mitigation. The project applicant shall install a traffic signal at the intersection of Harbor Street & East 10th Street prior to the enrollment of the 7th grade students (which is the third grade level to enroll at the school). The installation of a traffic signal would improve intersection operations to LOS C and B in the weekday AM and PM peak hours, respectively, reducing the cumulative impact to a *less-than-significant* level. (LTS)

Impact TRA-10: The addition of project traffic to the intersection of Harbor Street & Central Avenue (#11) would degrade intersection operations from LOS B to LOS F during the weekday AM peak hour under Cumulative Project Conditions. (S)

Mitigation Measure TRA-10: A traffic signal shall be installed at the intersection of Harbor Street & Central Avenue. The project's fair share, calculated as the project trips at the intersection divided by all traffic growth at the intersection, is 82 percent. The City has agreed to fund the remaining costs of the traffic signal installation. The installation of a traffic signal would improve intersection operations to LOS B, reducing the impact to a *less-than-significant* level. (LTS)

Impact TRA-11: The intersection of Harbor Street & School Street (#12) operates at LOS E and B under Cumulative Without Project Conditions during the weekday AM and PM peak hours, respectively. The addition of project traffic to the intersection would degrade intersection operations by greater than 5.0 seconds during the weekday AM peak hours under Cumulative Plus Project Conditions. (S)

Mitigation Measure TRA-11: The project applicant shall restripe the westbound approach to provide one left-turn lane and one through/right-turn lane and install "LEFT TURN YIELD ON GREEN" signage on the eastbound and westbound approaches at the intersection of Harbor Street & School Street. The restriping of the eastbound approach would result in an intersection delay value of 59.2 seconds in the weekday AM peak hour. With this mitigation the weekday AM peak hour impact would be reduced to a *less-than-significant* level. (LTS)

Impact TRA-12: The intersection of Harbor Street & California Avenue (#13) operates at LOS F and E under Cumulative Without Project Conditions during the weekday AM and PM peak hours, respectively. The addition of project traffic to the intersection would degrade intersection operations by more than 5.0 seconds during the weekday AM peak hours under Cumulative Plus Project Conditions. (S)

Mitigation Measure TRA-12: A southbound right-turn pocket shall be constructed at the intersection of Harbor Street and California Avenue. The project's fair share, calculated as the project trips at the intersection divided by all traffic growth at the intersection is 68 percent. The City has agreed to fund the remaining costs of the right-turn pocket improvement. Construction of the right-turn pocket improvement at the intersection would result in an intersection delay value of 95.3 seconds in the weekday AM peak hour. With this mitigation the weekday AM peak hour impact would be reduced to a *less-than-significant* level. (LTS)

Impact TRA-13: The side-street/entry operations at the middle (#18) and south (#19) project access intersections on Harbor Street operates at LOS F in the weekday AM Peak hour under Cumulative Plus Project Conditions. (S)

Mitigation Measure TRA-13: See Mitigation Measure TRA-15. (LTS)

Freeway Operations. Cumulative Without Project buildout and Cumulative Plus Project Buildout conditions were evaluated using the same methods described in Section 4.8.1.4. The analysis results are presented in Table 4.1.N. The corresponding LOS calculation sheets are included in Appendix C. The addition of project traffic would add traffic to westbound SR 4 between Railroad Avenue and Bailey Road, which already exceeds the delay index threshold. This is considered a *significant* impact.

Table 4.1.N: Freeway LOS – Cumulative Conditions

Segment		Type	Peak Hour	Cumulative Conditions		Cumulative Plus Project	
				Volume	Delay Index	Volume	Delay Index
State Route 4 (Westbound)							
1	Somersville Road to Loveridge Road	Basic	AM	3,500	1.00	3,587	1.00
			PM	6,700	1.01	6,713	1.01
2	Loveridge Road to Railroad Avenue	Basic	AM	4,700	1.00	4,783	1.00
			PM	4,400	1.00	4,413	1.00
3	Railroad Avenue to Bailey Road	Basic	AM	10,900	11.38	10,990	12.08
			PM	4,100	1.00	4,124	1.00
State Route 4 (Eastbound)							
4	Bailey Road to Railroad Avenue	Basic	AM	3,300	1.00	3,421	1.00
			PM	7,200	1.12	7,218	1.12
5	Railroad Avenue to Loveridge Road	Basic	AM	3,800	1.00	3,815	1.00
			PM	7,400	1.02	7,405	1.02
6	Loveridge Road to Somersville Road	Basic	AM	5,200	1.00	5,216	1.00
			PM	3,700	1.00	3,705	1.00

Source: Fehr & Peers, August 2018.

The Cumulative Without Project and Cumulative Plus Project analysis results for the HOV lanes are presented in Table 4.1.O. The addition of project traffic would add traffic to the HOV lanes in the study area. Because the *East County Action Plan for Routes of Regional Significance* encourages higher use of HOV lanes, this is a less-than-significant impact.

Table 4.1.O: HOV Lane Volumes – Cumulative Conditions

Segment		Peak Hour	Type	Volume	
				Cumulative Conditions	Cumulative Plus Project
State Route 4 (Westbound)					
1	Somersville Road to Loveridge Road	AM PM	HOV	720 1,370	740 1,373
2	Loveridge Road to Railroad Avenue	AM PM	HOV	1,170 800	11,194 803
3	Railroad Avenue to Bailey Road	AM PM	HOV	720 1,370	1,190 997
State Route 4 (Eastbound)					
4	Bailey Road to Railroad Avenue	AM PM	HOV	750 1,580	785 1,585
5	Railroad Avenue to Loveridge Road	AM PM	HOV	710 1,400	714 1,401
6	Loveridge Road to Somersville Road	AM PM	HOV	690 590	693 591

Source: Fehr & Peers, August 2018.

Impact TRA-14: The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions. The project makes a cumulatively considerable contribution to this significant cumulative impact. (S)

Mitigation Measure TRA-14: Implement Mitigation Measure TRA-4. (SU)

Site Circulation. A site access and circulation assessment was conducted for all modes of travel based on the site plan dated May 11, 2018, presented previously on Figure 4.1.2. The project applicant's description of drop-off and pickup operations is provided below. Drop-off will be accomplished with a single row of cars dropping along the curb. Pick-up will use two rows of cars to accommodate the greater amount of vehicles that show up at one time. Further detail on the pick-up procedures are as follows:

1. Parents have placards on their dashboard identifying student(s) to be picked up.
2. Two staff member monitors cars as they turn into the school's drive and communicate to other staff members in the school the students who should be prepared to leave.
3. Students line up in order of pick-up based upon identification of the cars as they enter the lot.
4. 20 cars pull into the loading area in two rows of 10 cars and two additional staff members physically block the movement of the front car in each row.

5. Students load into the vehicles.
6. When the drive aisle is completely clear of pedestrians, staff move out the way to allow cars to exit and staff members direct the next block of 20 cars to move in.

Pick-up procedures would be modified as necessary for smooth flow of the process.

The drop-off and pick-up traffic flows require that the school utilize cones to block movements on the site pavement striping that conflict with the drop-off and pick-up traffic flow. The school will place cones prior to drop-off and pick-up and remove them at the conclusion of drop-off and pick-up. Pulling in and out of parking stalls adjacent to areas of the site where cars queue is not permitted during drop-off and pick-up. This policy will be enforced by school staff and communicated to parents during orientation and as needed throughout the school year.

Analysis of Vehicular Site Access. Vehicular access to the campus site would be provided by three new driveways along Harbor Street and two new driveways on East 3rd Street, as shown on Figure 4.1-2. On Harbor Street, the southernmost driveway would be used for entry to both the Elementary and Middle Schools. Elementary School drop-off and pick-up would occur near the southern border of the campus site, south of the Elementary School playground area. After drop-off or pick-up at the Elementary School, automobiles would travel along the western border of the project site, exiting the campus site via the driveway on East 3rd Street. Middle School drop-off and pick-up would occur between the Middle and High School campuses in the center of the campus site. After drop-off or pick-up at the Middle School, automobiles would exit the campus site using the middle driveway along Harbor Street. The middle driveway would also be the entry point for drop-off and pick-up for High School students, which would occur on the northern side of the campus site. High School drop-off and pick-up vehicles would exit the campus site via the northernmost driveway on Harbor Street.

The analysis was also based on assuming the second northbound through lane on Harbor Street would operate as defacto left-turn pockets into the site given the high proportion of left-turning traffic into the project site, and the low proportion of through traffic on Harbor Street. Left-turn pocket warrants were reviewed and are met based on the level of opposing traffic, and the level of turning traffic. Since the analysis was performed, the project applicant has worked with the City to develop a plan for the re-design of Harbor Street that provides left turn pockets at the project access intersections.

As shown in Tables 4.1.G, 4.1.J, and 4.1.M, the site access intersections are projected to operate at overall acceptable service levels. However, delay for some movements exceed the City's level of service standard, and the peaking characteristics of school traffic could result in excessive vehicle queue spillback on the streets providing direct access to the site as summarized in Table 4.1.P.

Table 4.1.P: Vehicle Queue Summary – Cumulative Conditions

Intersection		Movement	Storage Length (ft.)	95th Percentile Queue With Project		
				AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
16	PROJECT ACCESS & EAST 3RD STREET	NB	50	200	150	25
17	HARBOR STREET & NORTHERN PROJECT ACCESS	EBL	50	25	25	25
		EBR	50	50	50	25
18	HARBOR STREET & MIDDLE PROJECT ACCESS	NBL	--	75	25	25
		EB	50	275	125	25
19	HARBOR STREET & SOUTHERN PROJECT ACCESS	NBL	--	525	75	25

Source: Fehr & Peers, August 2018.

Bold indicates queue potentially extends beyond available storage. -- = intersection was not evaluated for this time period.

Results of the queueing assessment indicate that vehicles waiting to enter the site in the morning peak hour at the Harbor Street at Southern Project Access intersection could extend beyond 500 feet, which would extend beyond the intersection with East 8th Street at Harbor Street. Internal vehicle queues could extend well beyond the available driveway throat depth.

Impact TRA-15: Left-turn pocket warrants are satisfied for the two entry driveways on Harbor Street. Not providing left-turn pockets could increase hazards due to a design feature, resulting in a significant impact. (S)

Excessive vehicle queue spillback from the northbound left-turn movement into the southernmost project driveway could affect the operations of adjacent intersections. Additionally, internal queue spillback could extend beyond the available storage and affect on-site circulation and potentially spill back onto adjacent streets. Excessive queueing could increase hazards due to a design feature, resulting in a significant impact. (S)

Mitigation Measure TRA-15:

- a) The project applicant shall reconstruct Harbor Street along the project frontage to provide one northbound through lane and a northbound median that would be converted to left-turn pockets at intersections, as further described below in combination with other site access changes.
- b) The project applicant shall install a traffic signal at the southern project driveway on Harbor Street with 200 feet of storage plus a 90 foot taper to provide a protected left-turn movement into the project site. This could be a partial signal such that northbound traffic does not stop. The installation of a traffic signal would improve intersection operations to LOS B in the weekday AM peak hour under Cumulative Plus Project Conditions. The timing of the signal installation shall be prior to

the enrollment of the 7th grade (which would be the third grade level to enroll at the school).

- c) The project applicant shall modify the design of the center driveway on Harbor Street to provide one entry lane, one right-turn exit lane and one left-turn exit lane, and one northbound left-turn pocket with 100 feet of storage plus a 90-foot taper. As part of the median improvements, install a receiving lane for eastbound left-turn traffic such that vehicles exiting the site only need to cross one direction of travel at a time. The restriping of the eastbound approach would result in a side-street delay value of 45.7 (LOS E) seconds in the weekday AM peak hour under Cumulative Plus Project Conditions.
- d) At the northern-most project driveway on Harbor Street, the project applicant shall install a receiving lane for eastbound left-turn traffic such that vehicles exiting the site only need to cross one direction of travel at a time.
- e) At the Harbor Street at East 3rd Street intersection, the project applicant shall install a traffic signal that is interconnected with the traffic signal at the southernmost driveway. Signal timing can be used to meter the flow of northbound traffic along Harbor Street to provide gaps in northbound vehicle flow to allow for periods of driveway clearing. Gaps for southbound travel could be provided by installing a full traffic signal at the southernmost driveway (TRA-15B). The timing of the signal installation shall be prior to the enrollment of 7th grade students (the third grade to enroll at the school).

With implementation of the above measures, vehicle queues on public streets would be maintained within the available storage and on-site vehicle queues would be better managed reducing the impact to a ***less-than-significant*** level. (LTS)

On-Site Vehicular Circulation. Analysis of on-site vehicular circulation is included for planning purposes. On-site, there are three one-way loop systems providing access to the elementary school drop-off zone, the middle school drop-off zone, and the high-school drop-off zone. On the approach to the elementary school drop-off area, there are two lanes. One lane should be designated for vehicle queueing and the other lane should be a by-pass lane. After the drop-off area, two lanes are provided, which then merges to one to facilitate exiting elementary school flow toward the East 3rd Street driveway. The circulation design assumes that if students from more than one school (i.e., elementary school and high school) are carpooling, the students would be dropped off and picked up at the location designated for the youngest student. The older student would be required to walk from the location of the youngest student to his or her

school. Further, the areas where these drivers would need to merge should be monitored by school employees to prevent blockages and safety issues.

On the approach to the middle school area, two lanes are proposed, which then merge into one lane prior to the start of the designated drop-off/pick-up area. Operations of the area should be monitored and additional design treatments added as needed to address issues, such as congestion due to elementary school vehicles trying to enter the middle school lanes, or due to the middle school lanes merging operations.

Similar to the middle school area, two approach lanes are provided to the high school drop-off/pick-up area, merging to one lane prior to the drop-off/pick-up area. The high school drop-off/pick-up area is directly adjacent to the proposed elementary school exit driveway on East 3rd Street. This area should be monitored by school employees to ensure that merging operations happen smoothly, and that high school drop-off and pick-up vehicles do not attempt to make a hard left to exit on East 3rd Street.

Drop-off/Pick-up Area Operations. Fehr & Peers conducted an assessment of drop-off/pick-up operations for each of the drop-off/pick-up areas. The site plan shows designated curb space area for vehicles to stage during drop-off/pick-up periods (1 bus and 6 vehicles for elementary school, 1 bus and 11 vehicles for middle school, and 1 bus and 11 vehicles for high school). As this is a new campus and the peak period arrival patterns are not yet known, the analysis was conducted under a number of arrival/departure schemes. Results indicate that concentration of arrivals around bell times as school enrollment reaches maximum capacity, as well as arrivals prior to the end of school, could result in on-site vehicle queues extending to Harbor Street, creating a hazard for through traffic.

Impact TRA-16: On-site vehicle queues could extend to Harbor Street if drop-off/pick-up vehicle arrivals are concentrated around bell times as school enrollment reaches maximum capacity, which could result in on-site vehicle queues extending to Harbor Street, creating a hazard for through traffic, resulting in a significant impact. (S)

Mitigation Measure TRA-16: To reduce the potential for on-site vehicle queues to extend to the public right-of-way, operations of the drop-off/pick-up areas should be monitored as the enrollment levels increase and potential transportation demand management strategies implemented to minimize vehicle queues, which could include:

- Implement school bus program
- Provide before school and after school activities to disperse drop-off/pick-up activities
- Encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized “walk pools” and “ride pools”, identification of preferred routes to school, walk and bike gear incentives, and/or other strategies

- Provide off-set arrival and departure times for different grade ranges of reduce entry and exit conflicts at shared driveways
- Encourage carpooling

Implementation of this measure would reduce the potential impact to a *less-than-significant* level. (LTS)

Bicycle and Pedestrian Access. As part of the Phase 1 project, a Class I trail would be constructed along Harbor Street between the 8th Street Greenbelt, which borders the campus site to the south, and the waterfront along the north side of the sports facility site, including a pedestrian crossing of East 3rd Street. Class II facilities are proposed for Harbor Street between East 8th Street and East 3rd Street. Insufficient details are provided to evaluate the connection between the proposed Class I trail and existing facilities, and implementation of Mitigation Measure TRA-15 could interfere with the existing facilities on Harbor Street between East 8th Street and East 3rd Street.

Impact TRA-17: Insufficient details are provided related to the proposed design of the Class I facility along the project frontage to determine if potential conflicts might exist. Additionally, implementation of Mitigation Measure TRA-15 could interfere with planned facilities on Harbor Street between East 8th Street and East 3rd Street, creating a potential conflict with an existing plan, resulting in a significant impact. (S)

Mitigation Measure TRA-17: Incorporate into the final project design connections of the proposed Class I trail (design to be determined at the City's direction) along the eastern edge of the project site to existing bicycle and pedestrian facilities on Harbor Street and East 8th Street. Trail crossing treatments should be provided across the project driveways, which should maintain a consistent elevation of the bicycle/pedestrian travel way across the driveway zones. Additionally, incorporate into the final design of the Harbor Street project frontage incorporation of Class II or IV bicycle facilities – to accommodate Class IV bicycle lanes within the existing right-of-way, one southbound through lane may need to be removed. Should this lane be removed, the northbound left-turn pocket into the site at the southernmost driveway would need to be extended to 350 feet to accommodate the vehicle queues under that scenario. To accommodate Class II facilities, vehicular travel lanes may need to be reduced. Implementation of this measure would reduce the bicycle impact to a *less-than-significant* level (LTS).

With implementation of the Phase 2 Sports Facility, there will be a desire for pedestrian travel between the main campus and the sports facility. Pedestrian circulation routes to and within the project site would meet City standards, which are formulated to prevent conflicts and ensure safety. Therefore, impacts to pedestrian access would be less than significant.

Transit. Public transit bus service in the area is provided by Tri Delta Transit that operates Route 387 in the immediate study area with an eastbound stop adjacent to the project site on East 3rd Street and a westbound stop about a block away at Riverway Drive. Other lines that serve the study area include lines 381, 392, and 394, which are within walking distance of the campus site.

Impact TRA-18: There is an existing Tri-Delta Transit bus stop along the project frontage on eastbound East 3rd Street, and just west of the project site on westbound East 3rd Street. These stops may need to be relocated and enhanced to function adequately with the new project driveways and to optimally serve new student riders. This could be a potentially significant impact. (S)

Mitigation Measure TRA-18: Consult with Tri-Delta Transit to determine if the location of the existing bus stop on eastbound East 3rd Street should change, and if new stop(s) should be added on northbound and southbound Harbor Street, with implementation of the project. If relocated or new bus stop(s) are needed, they should be identified on the project design documents, and designed to Tri-Delta Transit specifications. The stops should be located optimally relative to the proposed site driveways (i.e., far-side preferred). This mitigation measure would reduce the impact to a *less-than-significant* level. (LTS)

The project proposes to provide bus service to serve up to 35 percent of the entire student body when all grades are operating. It is assumed that this service, when complemented by the public bus service provided by Tri-Delta Transit (Route 387) would adequately serve the school's bus transit demand. Based on existing ridership and capacity, the addition of project-related demand for Tri-Delta Transit service would not exceed existing bus capacity. Therefore, no impact is identified related to transit capacity.

Parking. Off-street parking requirements and design guidance are outlined in the City of Pittsburg Municipal Code of Ordinances Chapter 18.78.040. The City's Municipal Code requires two parking spaces per classroom or other room used by students in grades K-8, and four spaces per classroom or other room used by students in grades 9-12. The results in a vehicle parking requirement of approximately 204 spaces, which is satisfied by the proposed supply of 265 spaces.

Additionally, the site proposes to provide up to 600 bicycle parking spaces, which exceeds the requirement of bicycle parking provided at a rate of 10 percent of vehicle parking supply.

Although the project meets City Code parking requirements, there may be insufficient parking to satisfy peak parking demands of the school operation during peak activity-level times throughout the school year, and special events. For example, with a maximum enrollment of 2,000 students, there are likely to be at least 1,500 or more families, plus faculty, staff, and other visitors that could attend an all-campus event. With 265 on-site parking spaces, parking demand would likely exceed the supply, potentially resulting in parking demand spilling onto the

adjacent neighborhood streets. Parking spillover into the surrounding area where the sidewalk network may not be complete could result in pedestrian hazards.

Impact TRA-19: The potential for parking spillover during all-campus events into the surrounding areas where sidewalks are not complete may create hazardous conditions for pedestrians. (S)

Mitigation Measure TRA-19: Develop a parking management plan that includes provisions for identifying off-site parking locations in the proximity of the project, such as at the sports complex or other possible shared parking arrangements, monitoring of parking conditions during large events, and adjusting procedures to minimize parking demand spillover to the adjacent neighborhood. Implementation of this measure would reduce the potential impact to a less-than-significant level. (LTS)

The Americans with Disability Act (ADA) specifies the amount of ADA parking required based on the number of parking spaces provided. The final site plan should identify ADA stall locations and supply, consistent with the requirements of the ADA.

4.1.4.3 Traffic and Circulation Impacts – Project Phase 2

Phase 2 of the project consists of a sports facility to be constructed north of East 3rd Street, across the street from the school site. As described in the *Pittsburg Making Waves Academy Charter School Project Initial Study* (July 2018), the sports facility site would primarily serve the elementary, middle, and high school programs; however, it would be made available for public use on weekday evenings and on weekends. Plans for the layout and location of the sports facilities are conceptual at this time and a site plan has not been prepared for the facility. A conceptual driveway location plan is shown in Figure 4.1-10. The proposed sports facility component of the project would include the following:

- a regulation-sized artificial turf soccer field;
- a 400-meter track with nine lanes;
- a swim center with a 30-meter by 25-yard pool with 12 lanes, a learn-to-swim pool, and a pool house;
- a regulation-sized artificial turf softball field with dugouts;
- a regulation-sized artificial turf baseball field with dugouts;
- tennis courts;
- basketball courts;
- a main field house;
- a ticket booth;
- LED lighting poles approximately 80 feet in height to allow night lighting on all fields; and
- approximately 150 parking spaces (including 5 spaces for shoreline access in a separate lot).

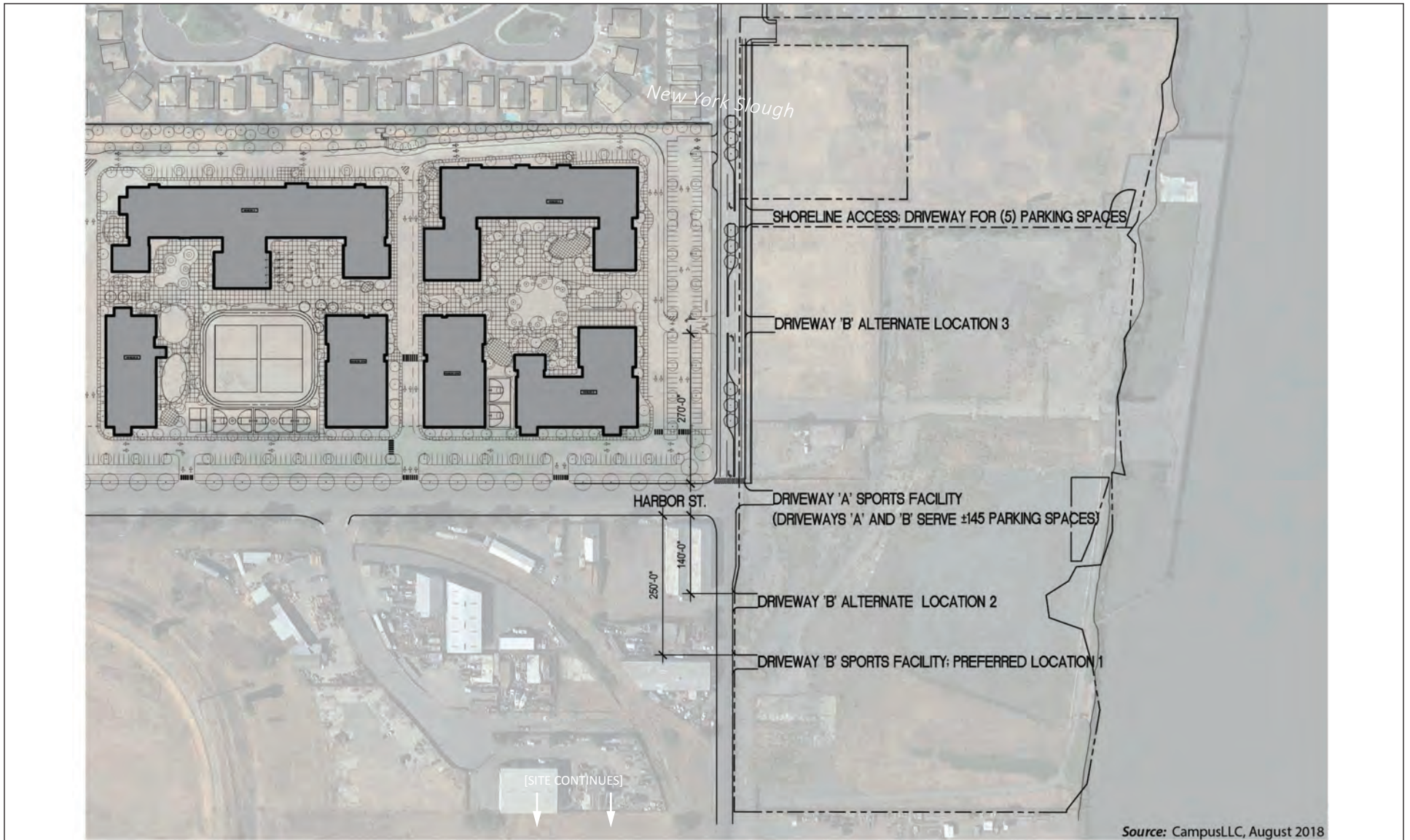


FIGURE 4.1-10

LSA

 NOT TO SCALE

SOURCE: FEHR & PEERS, 2018.

I:\PIT1801 Making Waves\figures\Fig_4.1-10.ai (10/25/18)

Pittsburg Making Waves Academy Charter School Project EIR
Phase II Project (Sports Facility) Driveway Options

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The sports facility would support team sports for the proposed campus and would supplement the play areas and fields that would be available on the campus site. The proposed buildings associated with the sports facility would total approximately 17,500 square feet. The sports facility would be used exclusively by the Academy until 6:30 p.m. Monday through Friday.

Site Access Traffic Operations

Traffic Forecasts. Use of the sports facility during school hours (i.e., up to 6:30 p.m. on weekdays during the regular school year) is expected to generate primarily walking trips between the school site and the sports facility. Games and meets involving other schools would be expected to generate bus trips and some parent spectator trips in the afternoons, up to 6:30 p.m.; however, an event schedule has not been provided to allow estimates of these traffic volumes.

Table 4.1-Q presents an activity estimate for the weekday evenings and weekends, when the facilities would be made available for non-school, public use. These estimates were provided by the project applicant and confirmed as reasonable by the City of Pittsburg. Use of the facilities would vary between the fall, winter, spring and summer seasons. Table 4.1-R presents peak hour traffic generation estimates for the peak-use times on weekdays and weekends, and Table 4.1-S presents daily traffic volume estimates (total of all inbound and outbound trips). These estimates reflect the assumptions shown in the footnotes; large-attendance events that are expected to occur infrequently, such as track meets and regional multi-team swim meets, are not reflected in the estimates.

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Table 4.1.Q: Sports Facility Activity Estimates

Component	Public Use Estimates (Users + Spectators)				Public Use Estimates (Users + Spectators) -- total per day, or # on-site at any given time of the day (describe in notes)						
	Weekdays During School Year: After 6:30 p.m.				Weekends During School Year				Summer (Weekdays and Weekends)		
	Fall	Winter	Spring	Description of Use Arrangements/Other Notes	Fall	Winter	Spring	Description of Timing (events/day, etc.)	Number	Estimated Days/Week	Description/Other Notes
Soccer Field (1)	22			Soccer practices (add 22 players and 30 parents for games. Will be infrequent large games)	74			Assumed soccer games for this number. Practices with 22 as well at other times (infrequent large games as well)	44	6	Assumed half field practice with two teams
Track (400 meter, 9-lane)		50	50	Number for boys and girls full team practice. If soccer in use then now track and vice versa. May be some individual track use with soccer. Meets have larger numbers, but infrequent		50	50	Number for boys and girls full team practice. If soccer in use then now track and vice versa. May be some individual track use with soccer. Meets have larger numbers, but only 5-6 per year			If soccer in use then now track and vice versa. May be some individual track use with soccer
Baseball Field (1)			22	Number for one team practice. Game nights would have 90 total			90	Assumed weekend games with two teams and spectators			Charlotte - I heard that baseball and softball don't get summer usage. Is this accurate?
Softball Field (1)			22	Number for one team practice. Game nights would have 90 total			90	Assumed weekend games with two teams and spectators			Charlotte - I heard that baseball and softball don't get summer usage. Is this accurate?
Pool -- 30 m X 25 y, 12 lanes	30	30	30	Swim teams can use. Numbers are players and coaches only. Large infrequent meets as well (5-6 per year).	30	30	30	Swim teams can use. Numbers are players and coaches only. Large infrequent meets as well.	30	6	
Learn-to-swim pool				Used by school							
Tennis (6 or more courts)	18	18	18	Average 3 per court no spectators	18	18	18	Average 3 per court no spectators	18	6	Average 3 per court no spectators
Basketball (6 or more courts)	36		36	6 per court	36		36	6 per court	36	6	6 per court
TBD: Pickle Ball?				Pickle Ball would be on the same court as tennis				Pickle Ball would be on the same court as tennis			Pickle Ball would be on the same court as tennis
Parking = _150_ spaces											

Source: Campus LLC and City of Pittsburg (August 2018).

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Table 4.1.R: Sports Facility Peak Hour Trip Generation Estimates

Component	School Year Weekday ^a						School Year Weekend ^a			Summer (Weekday and Weekend) ^b		
	PM Peak Hour (4:30 – 5:30 p.m.)			PM Site Peak Hour (6:00 – 7:00 p.m.)			Mid-Day Peak Hour			Mid-Day Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Soccer Field	Not Available for Public Use Until 6:30						No soccer concurrent with track ^a			39	18	57
Track (400 meter, 9-lane)							44	20	64	See note (b).		
Baseball Field							60	10	70	No summer usage ^b		
Softball Field							60	10	70	No summer usage ^b		
Pool (30 m X 25 y, 12 lanes)							24	12	36	24	12	36
Learn-to-swim pool							School use only (a), (b).					
Tennis (6 or more courts)							18	0	18	18	0	18
Basketball (6 or more courts)							36	0	36	36	0	36
Total				242	52	294	242	52	294	117	30	147

Source: Fehr & Peers (2018).

^a Uses vary throughout year. For trip generation estimates, spring months are reflected, as highest intensity is expected per applicant use table dated 7-19-18.

Track trips reflect practices. No soccer use while track is used. Baseball and softball trips reflect games. Pool trips reflect practices. Learn-to-swim pool for school use only, per applicant use table. Tennis and basketball trips reflect use estimates.

^b Per applicant use table, used soccer numbers and assume track is not in use at same time as soccer practices. No summer use for baseball and softball, per applicant use table.
Pool trips reflect practices. Learn-to-swim pool for school use only, per applicant use table. Tennis and basketball trips reflect use estimates.

Table 4.1.S: Sports Facility Daily Trip Generation Estimates

Component	Total Trips (In + Out)		
	School Year Weekday ^a	School Year Weekend ^b	Summer (Weekday and Weekend) ^c
Soccer Field	No soccer concurrent with track ^d		454
Track (400 meter, 9-lane)	128	256	No track concurrent with soccer ^d
Baseball Field	140	560	No summer usage ^d
Softball Field	140	560	No summer usage ^d
Pool (30 m X 25 y, 12 lanes)	72	144	144
Learn-to-swim pool	School use only ^d		
Tennis (6 or more courts)	36	144	144
Basketball (6 or more courts)	72	288	288
Total	588	1,952	1,030

Source: Fehr & Peers (2018).

^a Based on peak hour estimates (see Table 4.1-Q), expanded to include trips after the peak hour of 6:30 – 7:30. No public use assumed before.

^b Based on school year weekend mid-day peak hour estimates (see Table 4.1-Q), factored up to reflect daily use. Note this is not based on a detailed event schedule. Assume two track practices, four baseball games, four softball games, two pool team practices, and four changeovers of tennis and basketball.

^c Based on school year weekend mid-day peak hour estimates (see Table 4.1-Q), factored up to reflect daily use. Note this is not based on a detailed event schedule. Assume four soccer games, two pool team practices, and four changeovers of tennis and basketball.

^d Per applicant use table.

Using the assumptions described above, the sports facility is estimated to generate about 300 trips in the weekday hour of 6:00 – 7:00 p.m. (which is later than the area peak hour of 4:30 – 5:30 p.m.), and a similar number of trips on Saturdays during the school year, during a typical mid-day peak hour. During the summer, weekday and weekend mid-day peak hour trips are projected to be somewhat lower, primarily due to the assumption (confirmed by the City of Pittsburg) that the softball and baseball fields would not be used during the summer. On a daily basis, the site is estimated to generate about 590 weekday trips during the school year; 1,950 weekend day trips during the school year; and 1,030 weekday and weekend day trips during the summer. As noted above, these estimates do not reflect large-attendance, relatively infrequent events such as regional track or swim meets.

Traffic Analysis. The project site plan includes three driveways on East 3rd Street: a main driveway at the intersection of Harbor Street and East 3rd Street (Driveway A); a second driveway located either to the east or to the west of Harbor Street (Driveway B); and a third driveway providing shoreline access, with limited parking, located further to the west. Driveways A and B would serve the sports facility. The applicant's Preferred Location 1 for Driveway B is approximately 250 feet east of Harbor Street. This is also the preferred location for traffic flow, as the location to the west of Preferred Location 1 (Alternate Location 2) could result in queueing which would affect the intersection of Harbor Street/East 3rd Street, and the west-most location (Alternate Location 3) could create congestion because it is opposite the school exit driveway on East 3rd Street.

To provide a conservative analysis, and because intersection traffic volumes for the hour of 6:00 – 7:00 p.m. (when the sports facility would attract public-use trips) are not available, the Phase 2 traffic volumes for the 6:00 – 7:00 p.m. hour were added to the PM peak hour (4:30 – 5:30 p.m.) volumes at Harbor Street/East 3rd Street; volumes were then developed for the Driveway B Preferred Location 1, using the adjacent volumes at the intersection of Harbor Street & East 3rd Street. The driveways were assumed to provide two outbound lanes, and no turn pockets for the inbound movements. Table 4.1-T presents the results.

Table 4.1.T: PM Peak Hour Intersection LOS – Cumulative Plus Phases 1 & 2 Conditions

Intersection	Control ^b	Peak Hour	Cumulative + Phase 1		Cumulative + Phases 1 and 2	
			Delay ^{c,d}	LOS	Delay ^{c,d}	LOS
8 HARBOR STREET & EAST 3RD STREET & DRIVEWAY A	AWSC	AM	48.8	E	Not analyzed	
		PM	8.6	A	12.2	B
-- EAST 3RD STREET & DRIVEWAY B	SSSC	AM	Not analyzed		Not analyzed	
		PM	Not analyzed		6.7 (8.5)	A (A)

Source: Fehr & Peers (2018).

Bold indicates operations below the LOS standard for acceptable operations. **Bold and highlighted** indicates a significant impact.

^a AM = morning peak hour, PM = afternoon commute peak hour.

^b Signal = AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersections

^c Average intersection delay is calculated for all signalized intersections using the 2010 HCM method unless otherwise specified.

^d For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst approach in parentheses.

A traffic analysis of Driveway A and the Preferred Location 1 for Driveway B was performed for the Cumulative Plus Phases 1 and 2 case for the weekday PM peak hour. Figure 4.1-11 shows the lane configuration, control, and estimated sports facility trip assignment at the two driveway locations.

While the peak hour analysis indicates that the two primary driveway intersections would function acceptably with the addition of Phase 2 traffic, without the addition of additional lanes on East 3rd Street or Harbor Street, it is recommended that the City consider providing the following capacity improvements to facilitate larger peak-attendance event flows, or to serve larger regularly occurring traffic volumes should the usage of the site be higher than estimated here:

- Add eastbound left turn lanes on East 3rd Street at Driveway A/Harbor Street and at Driveway B (Preferred Location 1)
- Widen the northbound approach at the intersection of Harbor Street & East 3rd Street to provide separate left turn and through/right turn lanes.

Impact TRA-20: Full operation of the sports facility proposed for project Phase 2 may require additional lane capacity at the intersection of Harbor Street/East 3rd Street/Driveway A and at East 3rd Street/Driveway B (Preferred Location 1), to adequately serve peak traffic flows on weekday evenings and on weekends. (S)

Mitigation Measure TRA-20: Prior to completion and occupancy of project Phase 2, provide the following intersection improvements:

- Add eastbound left turn lanes on East 3rd Street at Driveway A/Harbor Street and at Driveway B (Preferred Location 1)
- Widen the northbound approach at the intersection of Harbor Street & East 3rd Street to provide separate left turn and through/right turn lanes.

Pedestrian and Bicycle Circulation. The Phase 2 site plan has not been developed sufficiently to allow an assessment of bicycle and pedestrian access, and adequacy of connections to the surrounding bicycle and pedestrian network, and facilities for on-site walking and bicycling. The site design should incorporate high-quality sidewalks and/or a separated multi-use path along the site frontage, including connections to the west and north via best-practice crossings at Harbor Street/East 3rd Street/Driveway A, East 3rd Street/Driveway B (Preferred Location 1), and other intersections to the west. The design should also provide for safe and convenient pedestrian and bicycle circulation within the site.

Impact TRA-21: Insufficient details are provided related to the project Phase 2 site design for bicycle and pedestrian facilities both internal to the site and external connections to off-site facilities. If insufficient facilities are provided, this would create a potential conflict with the City of Pittsburg 2020 General Plan policies regarding safe and efficient pedestrian circulation (refer to policies 7-P-33 and 7-P-34), resulting in a significant impact. (S)

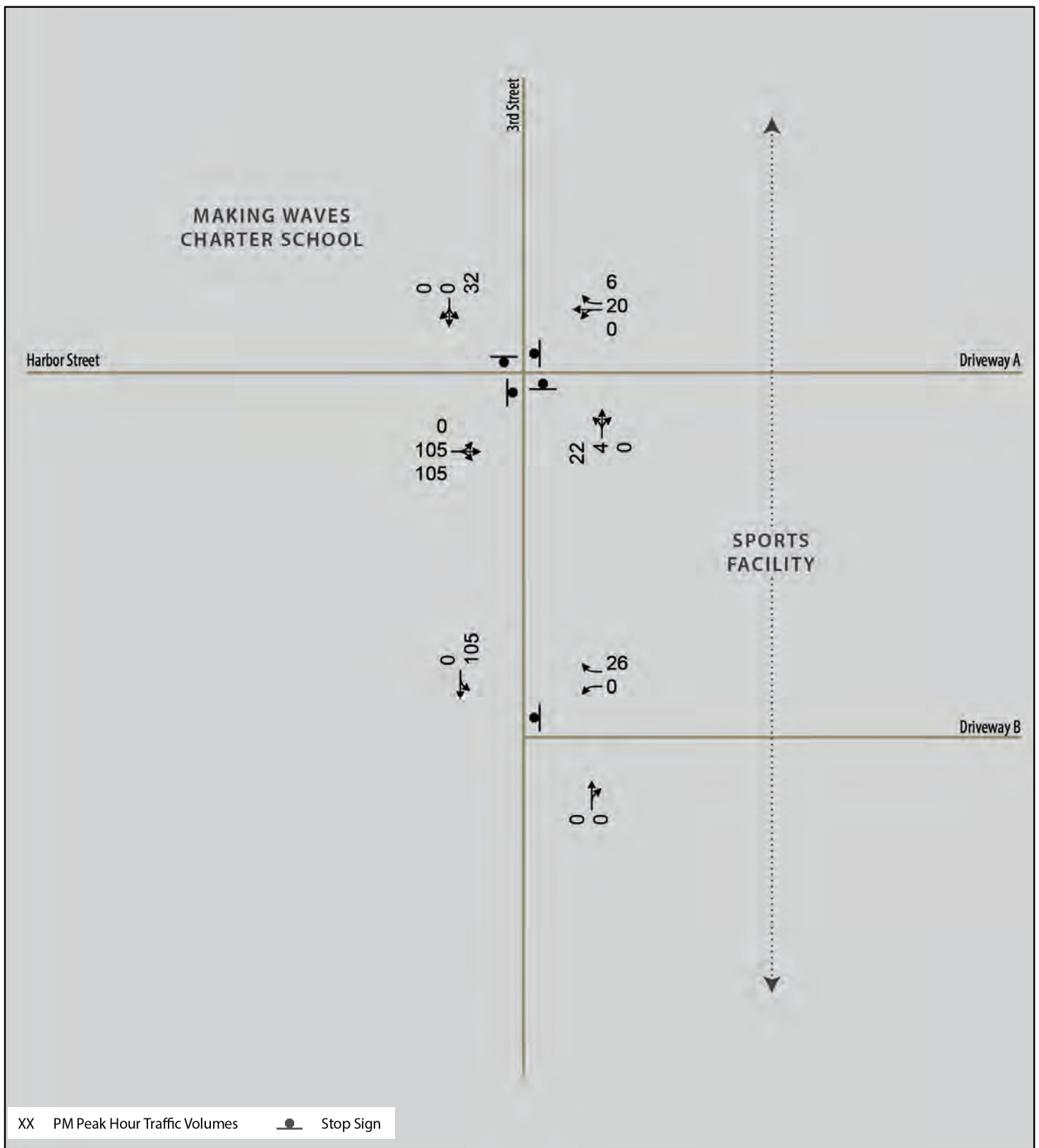
Mitigation Measure TRA-21: Incorporate into the final project design high-quality sidewalks and/or a separated multi-use path along the site frontage, including connections to the west and north via best-practice crossings at Harbor Street/East 3rd Street/Driveway A and East 3rd Street/Driveway B (Preferred Location 1). The design should also provide for safe and convenient pedestrian and bicycle circulation within the site. Refer also to Mitigation Measure TRA-18. Implementation of this measure would reduce the bicycle impact to a *less-than-significant* level (LTS).

Transit Public transit bus service in the area is provided by Tri Delta Transit that operates Route 387 in the immediate study area with an eastbound stop adjacent to the project school site on East 3rd Street and a westbound stop about a block away at Riverway Drive.

Impact TRA-22: There is an existing eastbound Tri-Delta Transit bus stop along the project Phase 1 (school site) frontage, and a westbound Tri-Delta Transit bus stop just west of the Phase 2 (sports facility) site. Insufficient design details are provided for project Phase 2 to evaluate if this phase conflicts with access to these transit facilities. This could be a potentially significant impact. (S)

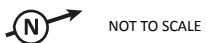
Mitigation Measure TRA-22: Consult with Tri-Delta Transit to determine if the location of the existing bus stops should change and other design details should be incorporated (such as provision of an adequate landing, shelters, etc.) into a final site plan for project Phase 2, to safely and efficiently serve bus ridership associated with the sports facility. If any changes are needed, construction of relocated bus stop(s) shall be to Tri-Delta Transit specifications. See also Mitigation Measure TRA-19. This mitigation would reduce the impact to a *less-than-significant* level. (LTS)

Parking. Insufficient project details exist to determine if the proposed 150 parking spaces will be adequate to serve demand on weekday evenings and weekends. The trip generation estimates shown in Table 4.1-R indicate that traffic demand could exceed the proposed parking supply. Therefore, it is recommended that further analysis of expected activity levels and auto parking demand be conducted as the site plan is developed, and that the parking supply be updated to match expected regularly occurring peak parking demand, to avoid regular spillover parking onto neighborhood streets. To address infrequent peak-attendance event parking demand, a parking management plan should be developed.



LSA

FIGURE 4.1-11



Pittsburg Making Waves Academy Charter School Project EIR
 Phase II Project (Sports Facility) PM Project Trip Assignment
 Assumed Driveway Intersection Lane Configurations and Traffic Controls

SOURCE: FEHR & PEERS, 2018.

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Impact TRA-23: The potential for parking spillover during regular operations of the sports facility, as well as during less frequent peak-attendance events, where sidewalks are not complete may create hazardous conditions for pedestrians. (S)

Mitigation Measure TRA-23: As part of the detailed site design for project Phase 2, the project applicant shall prepare a detailed parking demand assessment for regular operations (weekday evening and weekends), and will revise the proposed parking supply for the site to meet expected parking demand. The project applicant shall also develop a parking management plan that includes provisions for identifying off-site parking locations in the proximity of the project, such as at the school site, to serve demand during peak-attendance events; monitoring of parking conditions during these events; and adjusting procedures to minimize parking demand spillover to the adjacent neighborhood. Implementation of this measure would reduce the potential impact to a less-than-significant level. (LTS)

It is also noted that the ADA specifies the amount of ADA parking required based on the number or parking spaces provided. The final project Phase 2 site plan should identify ADA stall locations and supply, consistent with the requirements of the ADA.

4.1.5 Project Alternatives

City of Pittsburg staff have requested the evaluation of the project's impact on a road diet on East 3rd Street between Marina Boulevard and Riverway Drive, directly west of the proposed project. The road diet would impact the operations of the intersection of East 3rd Street & Marina Boulevard (#1) and East 3rd Street & Railroad Avenue (#2). The road diet would remove one through lane in the eastbound and westbound direction and retain existing left-turn pockets.

The impact of the proposed project on a road diet at these intersections were evaluated for the Cumulative Without Project and Cumulative Plus Project scenarios. Cumulative Without Project and Cumulative Plus Project conditions were evaluated using the same methods described in Section 4.1.1.4. The analysis results are presented in Table 4.1.U based on the traffic volumes shown in Figure 4.1-8 and Figure 4.1-9. The corresponding LOS calculation sheets are included in Appendix C.

Under the Cumulative Without Project scenario, the two study intersections impacted by the road diet would both continue to operate at LOS A. The addition of project traffic marginally increases the delay experienced at both intersections and would not cause any significant impacts.

Table 4.1.U: Peak Hour Intersection LOS – Road Diet Alternative

Intersection		Control ^b	Peak Hour ^a	Cumulative Conditions		Cumulative Plus Project	
				Delay ^c	LOS	Delay ^c	LOS
1	MARINA BOULEVARD & EAST 3RD STREET	AWSC	AM	8.1	A	8.9	A
			PM	8.9	A	9.0	A
2	RAILROAD AVENUE & EAST 3RD STREET	AWSC	AM	8.1	A	10.0	B
			PM	8.6	A	9.0	A

SOURCE: Fehr & Peers, 2018.

Bold indicates operations below the LOS standard for acceptable operations. **Bold and highlighted** indicates a significant impact.^a AM = morning peak hour, PM = afternoon peak hour.^b AWSC = All-way stop-controlled intersection;^c Average intersection delay is calculated for all signalized intersections using the 2010 HCM method.

4.2 AIR QUALITY

This section has been prepared using the methodologies and assumptions contained in the Bay Area Air Quality Management District's (BAAQMD) CEQA Air Quality Guidelines.¹ In keeping with these guidelines, this section describes existing air quality and the regulatory framework for air quality. The section also describes the potential effects of the proposed project (berm removal, construction and operation of the campus and sports facility) on air quality, including the effects of construction and operational traffic associated with the proposed project on regional pollutant levels and health risks. Mitigation measures to reduce potentially significant air quality impacts are identified, as necessary.

4.2.1 Setting

The following discussion provides an overview of existing air quality conditions in the region and in the City of Pittsburg. Ambient air quality standards and the regulatory framework are summarized and climate, air quality conditions, and typical air pollutant types and sources are also described.

4.2.1.1 Air Pollutants and Health Effects

Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O₃ and NO₂, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO₂, and Pb are considered local pollutants that tend to accumulate in the air locally.

The primary pollutants of concern in the project area are O₃, CO, and suspended particulate matter. Significance thresholds established by an air district are used to manage total regional and local emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual development projects that would contribute to regional and local emissions and could adversely affect or delay the air basin's projected attainment target goals for nonattainment criteria pollutants.

Because of the conservative nature of the significance thresholds, and the basin-wide context of individual development project emissions, there is no direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NO_x) and reactive organic gases (ROG).

Occupants of facilities such as schools, daycare centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to air pollutants because these population groups have increased susceptibility to respiratory disease.

¹ Bay Area Air Quality Management District. 2017. *CEQA Air Quality Guidelines*. May.

Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions, compared to commercial and industrial areas, because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise.

Air pollutants and their health effects, and other air pollution-related considerations are summarized in Table 4.2.A and are described in more detail below.

Table 4.2.A: Sources and Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O ₃)	Precursor sources:^a motor vehicles, industrial emissions, and consumer products.	- Respiratory symptoms. - Worsening of lung disease leading to premature death. - Damage to lung tissue. - Crop, forest, and ecosystem damage. - Damage to a variety of materials, including rubber, plastics, fabrics, paints, and metals.
Particulate Matter Less than 2.5 Microns in Aerodynamic Diameter (PM _{2.5})	- Cars and trucks (especially diesels). - Fireplaces, woodstoves. - Windblown dust from roadways, agriculture, and construction.	- Premature death. - Hospitalization for worsening of cardiovascular disease. - Hospitalization for respiratory disease. - Asthma-related emergency room visits. - Increased symptoms, increased inhaler usage.
Particulate Matter Less than 10 Microns in Aerodynamic Diameter (PM ₁₀)	- Cars and trucks (especially diesels). - Fireplaces, woodstoves. - Windblown dust from roadways, agriculture, and construction.	- Premature death and hospitalization, primarily for worsening of respiratory disease. - Reduced visibility and material soiling.
Nitrogen Oxides (NO _x)	Any source that burns fuels such as cars, trucks, construction and farming equipment, and residential heaters and stoves.	- Lung irritation. - Enhanced allergic responses.
Carbon Monoxide (CO)	Any source that burns fuels such as cars, trucks, construction and farming equipment, and residential heaters and stoves.	- Chest pain in patients with heart disease. - Headache. - Light-headedness. - Reduced mental alertness.
Sulfur Oxides (SO _x)	- Combustion of sulfur-containing fossil fuels. - Smelting of sulfur-bearing metal ores. - Industrial processes.	Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits.
Lead (Pb)	Contaminated soil.	- Impaired mental functioning in children. - Learning disabilities in children. - Brain and kidney damage.
Toxic Air Contaminants (TAC)	- Cars and trucks (especially diesels). - Industrial sources, such as chrome platers. - Neighborhood businesses, such as dry cleaners and service stations. - Building materials and products.	- Cancer. - Reproductive and developmental effects. - Neurological effects.

Source: California Air Resources Board (2018).

^a Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

Ozone. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROG and NO_x. The main sources of ROG and NO_x, often referred to as ozone precursors, are combustion processes (including combustion in motor vehicle engines) and the evaporation of solvents, paints, and fuels. In the Bay Area, automobiles are the single largest source of ozone precursors. Ozone is referred to as a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production through the photochemical reaction process. Ozone causes eye irritation, airway constriction, and shortness of breath and can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide. CO is an odorless, colorless gas usually formed as the result of the incomplete combustion of fuels. The single largest source of CO is motor vehicles. CO transport is limited it disperses with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations near congested roadways or intersections may reach unhealthful levels that adversely affect local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service (LOS) or with extremely high traffic volumes. Exposure to high concentrations of CO reduces the oxygen-carrying capacity of the blood and can cause headaches, nausea, dizziness, and fatigue, impair central nervous system function, and induce angina (chest pain) in persons with serious heart disease. Extremely high levels of CO, such as those generated when a vehicle is running in an unventilated garage, can be fatal.

Particulate Matter. Particulate matter is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from manmade and natural sources. Particulate matter is categorized in two size ranges: PM₁₀ for particles less than 10 microns in diameter and PM_{2.5} for particles less than 2.5 microns in diameter. In the Bay Area, motor vehicles generate about half of the air basin's particulates, through tailpipe emissions as well as brake pad, tire wear, and entrained road dust. Wood burning in fireplaces and stoves, industrial facilities, and ground-disturbing activities such as construction are other sources of such fine particulates. These fine particulates are small enough to be inhaled into the deepest parts of the human lung and can cause adverse health effects. According to the California Air Resources Board (CARB), studies in the United States and elsewhere have demonstrated a strong link between elevated particulate levels and premature deaths, hospital admissions, emergency room visits, and asthma attacks, and studies of children's health in California have demonstrated that particle pollution may significantly reduce lung function growth in children. CARB also reports that Statewide attainment of particulate matter standards could prevent thousands of premature deaths, lower hospital admissions for cardiovascular and respiratory disease and asthma-related emergency room visits, and avoid hundreds of thousands of episodes of respiratory illness in California.²

Nitrogen Dioxide. NO₂ is a reddish brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Aside from its contribution to ozone formation, NO₂ also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. NO₂ may be visible as a coloring component

² California Air Resources Board. 2009. *Air Pollution – Particulate Matter Brochures*. Website: www.arb.ca.gov/html/brochure/pm10.htm (accessed August 22, 2018). October.

on high pollution days, especially in conjunction with high ozone levels. NO₂ decreases lung function and may reduce resistance to infection.

Sulfur Dioxide. SO₂ is a colorless acidic gas with a strong odor. It is produced by the combustion of sulfur-containing fuels such as oil, coal, and diesel. SO₂ has the potential to damage materials and can cause health effects at high concentrations. It can irritate lung tissue and increase the risk of acute and chronic respiratory disease. SO₂ also reduces visibility and the level of sunlight at the ground surface.

Lead. Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery factories. Twenty years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, the U. S. Environmental Protection Agency (USEPA) established national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The USEPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result of USEPA regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically.

Odors. Odors are also an important element of local air quality conditions. Specific activities can raise concerns related to odors on the part of nearby neighbors. Major sources of odors include restaurants and manufacturing plants. Other odor producers include the industrial facilities within the region. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally-produced odors often exceeds regulatory thresholds.

Toxic Air Contaminants. In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. Some examples of TACs include: benzene, butadiene, formaldehyde, and hydrogen sulfide. Potential human health effects of TACs include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

TACs do not have ambient air quality standards, but are regulated by the USEPA and CARB. In 1998, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. CARB has completed a risk management process that identified potential cancer risks for a range of activities and land uses that are characterized by use of diesel-fueled engines.³ High volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic (distribution centers, truck stops) were identified as posing the highest risk to adjacent receptors. Other facilities associated with increased risk include warehouse distribution centers, large retail or

³ California Air Resources Board. 2000. *Fact Sheet – California's Plan to Reduce Diesel Particulate Matter Emissions*. Available online at: www.arb.ca.gov/diesel/factsheets/rrpfactsheet.pdf (accessed August 22, 2018). October.

industrial facilities, high volume transit centers, and schools with a high volume of bus traffic. Health risks from TACs are a function of both concentration and duration of exposure.

The BAAQMD regulates TACs using a risk-based approach. This approach uses a health risk assessment to determine what sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, in order to provide a quantitative estimate of health risks.⁴ As part of ongoing efforts to identify and assess potential health risks to the public, the BAAQMD has collected and compiled air toxics emissions data from industrial and commercial sources of air pollution throughout the Bay Area. Monitoring data and emissions inventories of TACs help the BAAQMD determine health risk to Bay Area residents.

Ambient monitoring concentrations of TACs indicate that pollutants emitted primarily from motor vehicles (1, 3-butadiene and benzene) account for slightly over 50 percent of the average calculated cancer risk from ambient air in the Bay Area.⁵ According to the BAAQMD, ambient benzene levels declined dramatically in 1996 with the advent of Phase 2 reformulated gasoline. Due to this reduction, the calculated average cancer risk based on monitoring results has been reduced to 143 in 1,000,000; however, this risk does not include the risk resulting from exposure to diesel particulate matter or other compounds not monitored.

Unlike TACs emitted from industrial and other stationary sources noted above, most diesel particulate matter is emitted from mobile sources – primarily “off-road” sources such as construction and mining equipment, agricultural equipment, and truck-mounted refrigeration units, as well as trucks and buses traveling on freeways and local roadways. Agricultural and mining equipment is not commonly used in urban parts of the Bay Area, while construction equipment typically operates for a limited time at various locations. As a result, the readily identifiable locations where diesel particulate matter is emitted in the Bay Area include high-traffic roadways and other areas with substantial truck traffic.

Although not specifically monitored, recent studies indicate that exposure to diesel particulate matter may contribute significantly to a cancer risk (a risk of approximately 500 to 700 in 1,000,000) that is greater than all other measured TACs combined.⁶ The CARB Diesel Risk Reduction Plan is intended to substantially reduce diesel particulate matter emissions and associated health risks through introduction of ultra-low-sulfur diesel fuel – a step already implemented – and cleaner-burning diesel engines. The technology for reducing diesel particulate matter emissions from heavy-duty trucks is well established, and both State and federal agencies are moving aggressively to

⁴ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggests a potential public health risk. Such an assessment generally evaluates chronic, long term effects, including the increased risk of cancer as a result of exposure to one or more TACs.

⁵ Bay Area Air Quality Management District. 2015. *Toxic Air Contaminant Control Program Annual Report, Volume 1*. Website: www.baaqmd.gov/research-and-data/air-toxics/annual-report (accessed August 22, 2018). May.

⁶ Ibid.

regulate engines and emission control systems to reduce and remediate diesel emissions. CARB anticipates that by 2020 average Statewide diesel particulate matter concentrations will decrease by 85 percent from levels in 2000 with full implementation of the Diesel Risk Reduction Plan, meaning that the Statewide health risk from diesel particulate matter is expected to decrease from 540 cancer cases in 1,000,000 to 21.5 cancer cases in 1,000,000. It is likely that the Bay Area cancer risk from diesel particulate matter will decrease by a similar factor by 2020.

High Volume Roadways. Air pollutant exposures and their associated health burdens vary considerably within places in relation to sources of air pollution. Motor vehicle traffic is perhaps the most important source of intra-urban spatial variation in air pollution concentrations. Air quality research consistently demonstrates that pollutant levels are substantially higher near freeways and busy roadways, and human health studies have consistently demonstrated that children living within 100 to 200 meters (328 to 656 feet) of freeways or busy roadways have reduced lung function and higher rates of respiratory disease. At present, it is not possible to attribute the effects of roadway proximity on non-cancer health effects to one or more specific vehicle types or vehicle pollutants. Engine exhaust, from diesel, gasoline, and other combustion engines, is a complex mixture of particles and gases, with collective and individual toxicological characteristics.

4.2.1.2 Existing Climate and Air Quality

The following provides a discussion of the local and regional air quality and climate in the Pittsburg area.

Regional and Local Air Quality. The City of Pittsburg is located in the eastern part of the San Francisco Bay Area Air Basin, a large shallow air basin ringed by hills that taper into a number of sheltered valleys around the perimeter. Two primary atmospheric outlets exist. One is through the strait known as the Golden Gate, a direct outlet to the Pacific Ocean. The second extends to the northeast, along the west delta region of the Sacramento and San Joaquin Rivers.

The City of Pittsburg is within the jurisdiction of the BAAQMD, which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen dramatically. Neither State nor national ambient air quality standards of these chemicals have been violated in recent decades: nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and vinyl chloride. Those exceedances of air quality standards that do occur primarily happen during meteorological conditions conducive to high pollution levels, such as cold, windless nights or hot, sunny summer afternoons.

Ozone levels, measured by peak concentrations and the number of days over the State 1-hour standard, have declined substantially as a result of aggressive programs by the BAAQMD and other regional, State and federal agencies. The reduction of peak concentrations represents progress in improving public health; however the Bay Area still exceeds the State standard for 1-hour ozone as well as the State and federal 8-hour standards. Levels of PM₁₀ have exceeded State standards two of the last three years, and the area is considered a nonattainment area for this pollutant relative to the State standards. The San Francisco Bay Area is an unclassified area for the federal PM₁₀ standard.

No exceedances of the State or federal CO standards have been recorded at any of the region's monitoring stations since 1991. The San Francisco Bay Area is currently considered a maintenance area for State and federal CO standards.

Local Climate and Air Quality. Air quality is a function of both local climate and local sources of air pollution. Air quality is the balance of the natural dispersal capacity of the atmosphere and emissions of air pollutants from human uses of the environment. Two meteorological factors affect air quality in Pittsburg: wind and temperature. Winds affect the direction of transport of any air pollution emissions and wind also controls the volume of air into which pollution is mixed in a given period of time. While winds govern horizontal mixing processes, temperature inversions determine the vertical mixing depth of air pollutants.

The City of Pittsburg is located in Contra Costa County, which lies east of the San Pablo Bay, bounded by Alameda County to the south, San Joaquin County to the east, and Solano and Sacramento counties to the north. Temperatures in and around Contra Costa County are warm in the summer and cool in the winter, largely because of their distance from the moderating effect of water bodies and because the California Coast Range blocks marine air flow into the valleys. The Carquinez Strait region remains temperate due to its proximity to water and oceanic air flows. In winter, average daily temperatures are mild, with tule fog common at night. Average summer temperatures are typically mild overnight and warm during the day, with cooler temperatures and stronger winds more common along the western coast. Wind speeds are generally low throughout the region and winds typically blow from northwest to southwest. However, strong afternoon gusts are common in the northern portion of the County around the Carquinez Strait. Annual rainfall averages between 18 and 23 inches across the County.⁷

Ozone and fine particle pollution, or PM_{2.5}, are the major regional air pollutants of concern in the San Francisco Bay Area. Ozone is primarily a problem in the summer, and fine particle pollution in the winter.⁸

Ozone and PM_{2.5} infrequently exceed health standards in the portion of Contra Costa County west of the East Bay hills. The San Francisco Bay keeps air temperatures above freezing in winter and well below 100 degrees on even the warmest summer days.⁹

In eastern Contra Costa County, summer afternoon temperatures frequently approach triple digits, spurring ozone levels to exceed health standards. In winter, PM_{2.5} can be transported westward through the Carquinez Strait from the Central Valley where it adds to wood smoke, causing health standards to be exceeded.¹⁰

⁷ Bay Area Air Quality Management District. 2016. *Climate and Air Quality in Contra Costa County*. Website: www.baaqmd.gov/in-your-community/contra-costa-county (accessed August 22, 2018). April 25.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

Air Quality Monitoring Results. Air quality monitoring stations are located throughout the nation and maintained by the local air pollution control district and State air quality regulating agencies. Ambient air data collected at permanent monitoring stations are used by the USEPA to identify regions as attainment or nonattainment depending on whether the regions met the requirements stated in the primary National Ambient Air Quality Standards (NAAQS). Attainment areas are required to maintain their status through moderate, yet effective air quality maintenance plans. Nonattainment areas are imposed with additional restrictions as required by the USEPA. In addition, different classifications of attainment such as marginal, moderate, serious, severe, and extreme are used to classify each air basin in the State on a pollutant-by-pollutant basis. Different classifications have different mandated attainment dates and are used as guidelines to create air quality management strategies to improve air quality and comply with the NAAQS by the attainment date. A region is determined to be unclassified when the data collected from the air quality monitoring stations do not support a designation of attainment or nonattainment, due to lack of information, or a conclusion cannot be made with the available data.

Table 4.2.B: San Francisco Bay Area Basin Attainment Status

	Averaging Time	California Standards ^a		National Standards ^b	
		Concentration	Attainment Status	Concentration ^c	Attainment Status
Ozone (O ₃)	8-Hour	0.070 ppm (137 µg/m ³)	Nonattainment ^l	0.070 ppm	Nonattainment ^d
	1-Hour	0.09 ppm (180 µg/m ³)	Nonattainment	Not Applicable	^e
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Attainment ^f
	1-Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Attainment
Nitrogen Dioxide (NO ₂)	1-Hour	0.18 ppm (339 µg/m ³)	Attainment	0.100 ppm ^k	^k
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Not Applicable	0.053 ppm (100 µg/m ³)	Attainment
Sulfur Dioxide (SO ₂) ^l	24-Hour	0.04 ppm (105 µg/m ³)	Attainment	0.14 ppm (365 µg/m ³)	Unclassified/ Attainment ^l
	1-Hour	0.25 ppm (655 µg/m ³)	Attainment	0.075 ppm (196 µg/m ³)	Unclassified/ Attainment ^l
	Annual Arithmetic Mean	Not Applicable	Not Applicable	0.030 ppm (80 µg/m ³)	Unclassified/ Attainment ^l
Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	Nonattainment ^g	Not Applicable	Not Applicable
	24-Hour	50 µg/m ³	Nonattainment	150 µg/m ³	Unclassified
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	Nonattainment ^g	15 µg/m ³ ^o	Unclassified/ Attainment
	24-Hour	Not Applicable	Not Applicable	35 µg/m ³ ^j	Nonattainment
Sulfates	24-Hour	25 µg/m ³	Attainment	Not Applicable	Not Applicable
Lead (Pb) ^m	30-Day Average	1.5 µg/m ³	Not Applicable	Not Applicable	Attainment
	Calendar Quarter	Not Applicable	Not Applicable	1.5 µg/m ³	Attainment
	Rolling 3-Month Average ⁿ	Not Applicable	Not Applicable	0.15 µg/m ³	ⁿ
Hydrogen Sulfide	1-Hour	0.010 ppm (26 µg/m ³)	Unclassified	Not Applicable	Not Applicable
Vinyl Chloride (chloroethene)	24-Hour	0.010 ppm (26 µg/m ³)	No Information Available	Not Applicable	Not Applicable
Visibility Reducing Particles	8-Hour (10:00 to 18:00 PST)	^h	Unclassified	Not Applicable	Not Applicable

Source: Bay Area Air Quality Management District, Bay Area Attainment Status (2017).

Table notes are provided on the following page.

- ^a California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. In particular, measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe CO standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
- ^b National standards shown are the "primary standards" designed to protect public health. National standards other than for ozone, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm (70 ppb) or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.
Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.
- ^c National air quality standards are set by US EPA at levels determined to be protective of public health with an adequate margin of safety.
- ^d On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area.
- ^e The national 1-hour ozone standard was revoked by USEPA on June 15, 2005.
- ^f In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.
- ^g In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.
- ^h Statewide VRP 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.
- ⁱ The 8-hour CA ozone standard was approved by the Air Resources Board on April 28, 2005 and became effective on May 17, 2006.
- ^j On January 9, 2013, EPA issued a final rule to determine that the Bay Area attains the 24-hour PM_{2.5} national standard. This EPA rule suspends key SIP requirements as long as monitoring data continues to show that the Bay Area attains the standard. Despite this EPA action, the Bay Area will continue to be designated as "non-attainment" for the national 24-hour PM_{2.5} standard until such time as the Air District submits a "redesignation request" and a "maintenance plan" to EPA, and EPA approves the proposed redesignation.
- ^k To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100ppm (effective January 22, 2010). The US Environmental Protection Agency (EPA) expected to make a designation for the Bay Area by the end of 2017, but has yet to issue a designation.
- ^l On June 2, 2010, the U.S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA has initially designated the entire State as Unclassified/Attainment for the new 1-hour SO₂ NAAQS.
- ^m CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
- ⁿ National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations became effective on December 31, 2011.
- ^o In December 2012, EPA strengthened the annual PM_{2.5} National Ambient Air Quality Standards (NAAQS) from 15.0 to 12.0 micrograms per cubic meter (µg/m³). In December 2014, EPA issued final area designations for the 2012 primary annual PM_{2.5} NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

ppm = parts per million

mg/m³ = milligrams per cubic meter

µg/m³ = micrograms per cubic meter

Table 4.2.C: Ambient Air Quality at the 2975 Treat Boulevard, Concord Monitoring Station

Pollutant	Standard	2015	2016	2017 ^a
Carbon Monoxide (CO)				
Maximum 1-hour concentration (ppm)		1.4	1.2	1.7
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		1.3	1.0	1.3
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O₃)				
Maximum 1-hour concentration (ppm)		0.088	0.095	0.082
Number of days exceeded:	State: > 0.09 ppm	0	1	0
Maximum 8-hour concentration (ppm)		0.074	0.075	0.07
Number of days exceeded:	State: > 0.07 ppm	4	2	0
	Federal: > 0.07 ppm	2	2	0
Coarse Particulates (PM₁₀)				
Maximum 24-hour concentration (µg/m ³)		24.0	19.0	41.0
Number of days exceeded:	State: > 50 µg/m ³	0	0	0
	Federal: > 150 µg/m ³	0	0	0
Annual arithmetic average concentration (µg/m ³)		14.1	13.1	ND
Exceeded for the year:	State: > 20 µg/m ³	No	No	ND
	Federal: > 50 µg/m ³	No	No	ND
Fine Particulates (PM_{2.5})				
Maximum 24-hour concentration (µg/m ³)		31.0	20.7	89.4
Number of days exceeded:	Federal: > 35 µg/m ³	0	0	ND
Annual arithmetic average concentration (µg/m ³)		8.8	6.1	ND
Exceeded for the year:	State: > 12 µg/m ³	No	No	ND
	Federal: > 15 µg/m ³	No	No	ND
Nitrogen Dioxide (NO₂)				
Maximum 1-hour concentration (ppm)		0.033	0.034	0.031
Number of days exceeded:	State: > 0.250 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.007	0.007	0.006
Exceeded for the year:	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO₂)				
Maximum 1-hour concentration (ppm)		0.007	0.011	0.012
Number of days exceeded:	State: > 0.25 ppm	0	0	0
Maximum 3-hour concentration (ppm)		ND	ND	ND
Number of days exceeded:	Federal: > 0.50 ppm	ND	ND	ND
Maximum 24-hour concentration (ppm)		0.002	0.002	0.002
Number of days exceeded:	State: > 0.04 ppm	0	0	0
	Federal: > 0.14 ppm	0	0	0
Annual arithmetic average concentration (ppm)		ND	ND	ND
Exceeded for the year:	Federal: > 0.030 ppm	ND	ND	ND

Source: CARB, EPA, and BAAQMD (2018).

ppm = parts per million

µg/m³ = micrograms per cubic meter

ND = No data. There was insufficient (or no) data to determine the value.

Pollutant monitoring results for the years 2015 to 2017 at the 2975 Treat Boulevard, Concord ambient air quality monitoring station (the closest station to the project site) indicate that air quality in the Pittsburg area has generally been good. Table 4.2.C summarizes the last three years of published data from this monitoring station. As indicated, 1-hour ozone concentrations exceeded the State standard once in 2016 and the 8-hour ozone concentrations exceeded the federal standard four times in 2015 and twice in 2016 and the State standard twice in 2015 and 2016. No other federal or State standards were exceeded during this three-year period.

4.2.1.3 Regulatory Framework

Air quality standards, the regulatory framework, and State and federal attainment status are discussed below.

The BAAQMD is primarily responsible for regulating air pollution emissions from stationary sources (e.g., factories) and indirect sources (e.g., traffic associated with new development), as well as for monitoring ambient pollutant concentrations. BAAQMD jurisdiction encompasses seven counties – Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa – and portions of Solano and Sonoma counties. CARB and the USEPA regulate direct emissions from motor vehicles.

United States Environmental Protection Agency. At the federal level, the USEPA has been charged with implementing national air quality programs. USEPA air quality mandates are drawn primarily from the Federal Clean Air Act (FCAA), which was enacted in 1963. The FCAA was amended in 1970, 1977, and 1990.

The FCAA required USEPA to establish primary and secondary NAAQS and required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The FCAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. USEPA has responsibility to review all state SIPs to determine conformity with the mandates of the FCAA and determine if implementation will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area, which imposes additional control measures. Failure to submit an approvable SIP or to implement the plan within the mandated timeframe may result in sanctions on transportation funding and stationary air pollution sources in the air basin.

The USEPA is also required to develop National Emission Standards for Hazardous Air Pollutants, which are defined as those which may reasonably be anticipated to result in increased deaths or serious illness and which are not already regulated. An independent science advisory board reviews the health and exposure analyses conducted by the USEPA on suspected hazardous pollutants prior to regulatory development.

California Air Resources Board. CARB is the agency responsible for the coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), adopted in 1988. The CCAA requires that all air districts in the State achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date.

The CCAA specifies that districts should focus on reducing the emissions from transportation and air-wide emission sources, and provides districts with the authority to regulate indirect sources.

CARB is also primarily responsible for developing and implementing air pollution control plans to achieve and maintain the NAAQS. CARB is primarily responsible for Statewide pollution sources and produces a major part of the SIP. Local air districts provide additional strategies for sources under their jurisdiction. CARB combines this data and submits the completed SIP to USEPA.

Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control and air quality management districts), establishing CAAQS (which are more stringent than the NAAQS), determining and updating area designations and maps, and setting emissions standards for mobile sources, consumer products, small utility engines, and off-road vehicles. CARB's Diesel Risk Reduction Plan¹¹ is intended to substantially reduce diesel particulate matter emissions and associated health risks through introduction of ultra-low-sulfur diesel fuel – a step already implemented – and cleaner-burning diesel engines.

Because of the robust evidence relating proximity to roadways and a range of non-cancer and cancer health effects, the CARB also created guidance for avoiding air quality conflicts in land use planning in its Air Quality and Land Use Handbook: A Community Health Perspective.¹² In its guidance, CARB advises that new sensitive uses (e.g., residences, schools, day care centers, playgrounds, and hospitals) not be located within 500 feet of a freeway or urban roads carrying 100,000 vehicles per day, or within 1,000 feet of a distribution center (warehouse) that accommodates more than 100 trucks or more than 90 refrigerator trucks per day.

CARB guidance suggests that the use of these guidelines be customized for individual land use decisions, and take into account the context of development projects. The Air Quality and Land Use Handbook specifically states that these recommendations are advisory and acknowledges that land use agencies must balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

National and State Ambient Air Quality Standards. Pursuant to the FCAA of 1970, the USEPA established NAAQS. The NAAQS were established for major pollutants, termed “criteria” pollutants. Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

Both the USEPA and the CARB have established ambient air quality standards for the following common pollutants: CO, O₃, NO₂, SO₂, Pb, and suspended particulate matter. In addition, the State has

¹¹ California Air Resources Board. 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. Prepared by the Stationary Source Division and Mobile Source Control Division. Available online at: www.arb.ca.gov/diesel/documents/rrpFinal.pdf (accessed August 22, 2018). October.

¹² California Environmental Protection Agency and California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available online at: www.arb.ca.gov/ch/handbook.pdf (accessed August 22, 2018). April.

set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. These ambient air quality standards are levels of contaminants that avoid specific adverse health effects associated with each pollutant.

Federal standards include both primary and secondary standards. Primary standards establish limits to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, and damage to animals, crops, vegetation, and buildings.¹³ State and federal standards for the criteria air pollutants are listed in Table 4.2.D.

Bay Area Air Quality Management District. The BAAQMD seeks to attain and maintain air quality conditions in the San Francisco Bay Area Air Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and education. The clean air strategy includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The BAAQMD also inspects stationary sources and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by law.

BAAQMD Regulation 7 places general limitations on odorous substances and specific emission limitations on certain odorous compounds.¹⁴ This regulation limits the “discharge of any odorous substance which causes the ambient air at or beyond the property line...to be odorous and to remain odorous after dilution with four parts of odor-free air.” The BAAQMD must receive odor complaints from ten or more complainants within a 90-day period in order for the limitations of this regulation to go into effect. If this criterion has been met, an odor violation can be issued by the BAAQMD if a test panel of people can detect an odor in samples collected periodically from the source.

¹³ U.S. Environmental Protection Agency. 2017. Website: www.epa.gov/criteria-air-pollutants (accessed August 22, 2018). October.

¹⁴ Bay Area Air Quality Management District. 1982. *Rules and Regulations, Regulation 7: Odorous Substances*. March.

Table 4.2.D: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a		Federal Standards ^b		
		Concentration ^c	Method ^d	Primary ^{c,e}	Secondary ^{c,f}	Method ^g
Ozone (O ₃) ^h	1-Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁱ	24-Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁱ	24-Hour	–		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³		
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	–	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ^j	Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	Gas Phase Chemi-luminescence	53 ppb (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemi-luminescence
	1-Hour	0.18 ppm (339 µg/m ³)		100 ppb (188 µg/m ³)	–	
Lead (Pb) ^{l,m}	30-Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ^l	Same as Primary Standard	
	Rolling 3-Month Average ⁱ	–		0.15 µg/m ³		
Sulfur Dioxide (SO ₂) ^k	24-Hour	0.04 ppm (105 µg/m ³)	Ultraviolet Fluorescence	0.14 ppm (for certain areas)	–	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	–		–	0.5 ppm (1300 µg/m ³)	
	1-Hour	0.25 ppm (655 µg/m ³)		75 ppb (196 µg/m ³) ^k	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ^k	–	
Visibility-Reducing Particles ^l	8-Hour	See footnote ⁿ	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24-Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ^j	24-Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: California Air Resources Board, 2016. Ambient Air Quality Standards. Available online at:
<https://www.arb.ca.gov/research/aqgs/aqgs2.pdf> (accessed August 22, 2018).

Table notes are provided on the following page.

- ^a California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ^b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact USEPA for further clarification and current national policies.
- ^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ^d Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
- ^e National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ^f National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ^g Reference method as described by the USEPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.
- ^h On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁱ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ^j To attain the 1-hour national standard, the three-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ^k On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the three-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- ^l The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ^m The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved. The BAAQMD is designated as attainment under the 2008 standard.
- ⁿ In 1989, the CARB converted both the general Statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the Statewide and Lake Tahoe Air Basin standards, respectively.

°C = degrees Celsius

CARB = California Air Resources Board

USEPA = United States Environmental Protection Agency

ppb = parts per billion

ppm = parts per million

mg/m³ = milligrams per cubic meter

µg/m³ = micrograms per cubic meter

Clean Air Plan. The Clean Air Plan¹⁵ guides the region's air quality planning efforts to attain the CAAQS. The BAAQMD 2017 Clean Air Plan, which was adopted on April 19, 2017, by the BAAQMD Board of Directors, is the current Clean Air Plan which contains district-wide control measures to reduce ozone precursor emissions (i.e., ROG and NO_x), particulate matter and greenhouse gas (GHG) emissions.

The Bay Area 2017 Clean Air Plan:

- Describes the BAAQMD's plan towards attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities;
- Defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050;
- Provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve GHG reduction targets; and
- Includes a wide range of control measures designed to decrease emissions of air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "Super-GHGs" that are potent climate pollutants in the near term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

BAAQMD CARE Program. The Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area. The program examines TAC emissions from point sources, area sources, and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program is being implemented in three phases that include an assessment of the sources of TAC emissions, modeling and measurement programs to estimate concentrations of TACs, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses will be used to focus emission reduction measures in areas with high TAC exposures and a high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area.

For commercial and industrial sources, the BAAQMD regulates TACs using a risk-based approach. This approach uses a health risk assessment (HRA) to determine what sources and pollutants to control as well as the degree of control. An HRA is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances, in order to provide a quantitative estimate of

¹⁵ Bay Area Air Quality Management District. 2017. *Final 2017 Clean Air Plan*. Available online at: www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a-proposed-final-cap-vol-1-pdf.pdf?la=en (accessed August 22, 2018). April 19.

health risks.¹⁶ As part of ongoing efforts to identify and assess potential health risks to the public, the BAAQMD has collected and compiled air toxics emissions data from industrial and commercial sources of air pollution throughout the Bay Area. The BAAQMD has identified seven impacted communities; portions of Contra Costa County, including areas of Pittsburg, have been identified as an affected community.

BAAQMD CEQA Air Quality Guidelines. The BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and GHG emissions.

In June 2010, BAAQMD adopted updated draft CEQA Air Quality Guidelines and finalized them in May 2011. These guidelines superseded previously adopted agency air quality guidelines of 1999 and were intended to advise lead agencies on how to evaluate potential air quality impacts.

In May 2017, the BAAQMD published an updated version of the CEQA Guidelines. The 2017 CEQA Guidelines include thresholds to evaluate project impacts in order to protectively evaluate the potential effects of the project on air quality. These protective thresholds are appropriate in the context of the size, scale, and location of the project.¹⁷

City of Pittsburg General Plan. The City of Pittsburg General Plan¹⁸ addresses air quality in the Resource Conservation Element. The Resource Conservation Element goals aim to: work toward improving air quality and meeting all federal and State ambient air quality standards by reducing the generation of air pollutants from stationary and mobile sources; reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors and dust; and reduce the number of motor vehicle trips and emissions accounted to Pittsburg residents and encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling. The following policies from the Resource Conservation Element would be applicable to the proposed project.

¹⁶ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggests a potential public health risk. Such an assessment generally evaluates chronic, long-term effects, including the increased risk of cancer as a result of exposure to one or more TACs.

¹⁷ The May 2017 version of the CEQA Air Quality Guidelines includes revisions made to the BAAQMD's 2010 Guidelines to address the California Supreme Court's 2015 opinion in *Cal. Bldg. Indus. Ass'n vs. Bay Area Air Quality Mgmt. Dist.*, 62 Cal.4th 369. The May 2017 CEQA Guidelines update does not address outdated references, links, analytical methodologies or other technical information that may be in the Guidelines or Thresholds Justification Report. The BAAQMD is currently working to update any outdated information in the Guidelines and address greenhouse gas reduction goals pursuant to 2050 climate stabilization science.

¹⁸ Pittsburg, City of. 1988. *General Plan Pittsburg 2020: A Vision for the 21st Century. Resource Conservation Element*.

- Policy 9-P-29: Cooperate with the Bay Area Air Quality Management District to achieve emissions reductions for ozone and its precursor, PM₁₀.
- Policy 9-P-30: Cooperate with Bay Area Air Quality Management District to ensure compliance with dust abatement measures during construction. These measures would reduce particulate emissions from construction and grading activities.
- Policy 9-P-31: Encourage preparation of Transportation Demand Management plans for major employers in the City.

The City should institute a variety of land use and design policies to promote transit use, such as increased land use density in the vicinity of transit centers, mixed uses, creation of pedestrian-oriented spaces through building design, orienting buildings entrances toward transit routes, reducing parking requirements, provision of bus shelters, and promoting energy-efficient building design (potentially adopting a standard of 10 percent greater energy-efficiency than required by the state's Title 24 building codes).

4.2.2 Impacts and Mitigation Measures

This section provides an assessment of the potential impacts related to air quality that could result from implementation of the proposed project. The section begins with the criteria of significance, which establish the thresholds for determining whether an impact is significant. The latter part of this section presents potential impacts associated with implementation of the proposed project and identifies mitigation measures, as appropriate.

4.2.2.1 Criteria of Significance

The project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

As discussed in *California Building Industry Association v. BAAQMD*, 62 Cal.4th 369, the California Supreme Court held that CEQA generally does not require analysis or mitigation of the impact of existing environmental conditions on a project, including a project's future users or residents. However, as with other laws and regulations enforced by other agencies that protect public health and safety, the District as the lead agency has authority outside of CEQA (through its police powers)

to require measures to protect public health and safety. Therefore, for informational purposes, this document includes an assessment of the proposed project's potential to expose future project sensitive receptors to substantial pollutant concentrations by individual exposure to the existing sources of toxic air contaminants in the project vicinity and if future project sensitive receptors would be exposed to existing odors within the project area.

4.2.2.2 Project Impacts

The following section discusses the potential air quality impacts associated with implementation of the proposed project.

Conflict with Current Air Quality Plans. The applicable air quality plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan),¹⁹ which was adopted on April 19, 2017. The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce GHG emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the Project: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

Clean Air Plan Goals. The primary goals of the Bay Area Clean Air Plan are to: attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce GHG emissions and protect climate.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, implementation of the proposed project would result in less-than-significant operation-period emissions and, with implementation of Mitigation Measure AIR-1, the project would result in less-than-significant construction-period emissions. Therefore, the project would not conflict with the Clean Air Plan goals.

Clean Air Plan Control Measures. The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-GHG Pollutants Measures.

Stationary Source Control Measures. The stationary source measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD's Permit and Inspection programs. Since the project would not

¹⁹ Bay Area Air Quality Management District. 2017. *Clean Air Plan*. April 19.

include any stationary sources, the Stationary Source Measures of the Clean Air Plan are not applicable to the project.

Transportation Control Measures. The BAAQMD identifies Transportation Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, TACs, and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project would construct a new kindergarten through 12th grade school and sports complex, which would serve approximately 2,000 students and include 220 new staff. The proposed project would include a bicycle and pedestrian connection between the 8th Street Greenbelt, which borders the Campus Site to the north, to the waterfront along the Sports Complex, which would be constructed along Harbor Street as well as bicycle parking areas and pedestrian access throughout the campus site. The project also would be required to implement transportation demand management (TDM) measures (Mitigation Measures GHG-1 and TRA-16) and the project applicant has indicated that it would include busses that transport a portion of the student population as a TDM measure. Therefore, the project would promote the BAAQMD's initiatives to reduce vehicle trips and vehicle miles traveled and would increase the use of alternate means of transportation.

Energy Control Measures. The Clean Air Plan also includes Energy and Climate Control Measures, which are designed to reduce ambient concentrations of criteria pollutants and reduce emissions of CO₂. Implementation of these measures is intended to promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the "urban heat island" effect by increasing reflectivity of roofs and parking lots, and promote the planting of (low-volatile organic compound (VOC)-emitting) trees to reduce biogenic emissions, lower air temperatures, provide shade, and absorb air pollutants. The measures include voluntary approaches to reduce the heat island effect by increasing shading in urban and suburban areas through the planting of trees. Implementation of the proposed project would include paved areas that could result in a heating effect. The proposed project would include new landscaping and trees throughout the project site. In addition, the proposed project would be constructed to Cal Green Building Code standards and would include photovoltaic (PV) solar panels on roofs. Therefore, the proposed project would not conflict with the Energy and Climate Control Measures.

Building Control Measures. The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters, but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. As identified above, the proposed project would be required to comply with the latest Cal Green Building Code standards. Therefore, the proposed project would not conflict with these measures.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the Project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the project.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to ordinances that promote urban-tree plantings. Since the project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan are not applicable to the project.

Waste Management Control Measures. The Waste Management Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs; by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the project.

Super GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the project.

Clean Air Plan Implementation. As discussed above, implementation of the proposed project would generally implement the applicable measures outlined in the Clean Air Plan. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan and this impact would be less than significant.

Therefore, the project would be consistent with the Bay Area Clean Air Plan and would not conflict with or obstruct the implementation of the applicable air quality plan, and air quality impacts would be less than significant.

Violate Air Quality Standards. According to the BAAQMD CEQA Guidelines, to meet air quality standards for criteria air pollutant and air precursor impacts, the proposed project must not:

- Contribute to CO concentrations exceeding the State ambient air quality standards;
- Fail to implement BAAQMD's best management practices for construction, which reduce impacts from fugitive dust to less than significant;
- Generate average daily construction emissions of ROG, NO_x or PM_{2.5} (exhaust) greater than 54 pounds per day or PM₁₀ exhaust emissions greater than 82 pounds per day; or
- Generate operational emissions of ROG, NO_x or PM_{2.5} of greater than 10 tons per year or 54 pounds per day or PM₁₀ emissions greater than 15 tons per year or 82 pounds per day.

The following section describes the proposed project's CO impacts and construction- and operation-related air quality impacts. The discussion for localized CO impacts and operational emissions analyzes the impact of the proposed project. The conclusions are summarized at the end of each subsection. As discussed, impacts would be less than significant for localized CO emissions and operational emissions. Impacts associated with construction-period emissions would be less than significant with implementation of the recommended mitigation measures.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by excavation, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter (PM_{2.5} and PM₁₀), and TACs such as diesel exhaust particulate matter.

Site preparation and project construction associated with the proposed project would involve excavation, grading, paving, and building activities. Construction-related effects on air quality would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils on the site. If not properly controlled, these activities would temporarily generate PM₁₀, PM_{2.5}, and to a lesser extent CO, SO₂, NO_x, and volatile organic compounds. Sources of fugitive dust, which generate PM₁₀ and PM_{2.5}, would include disturbed soils at the construction sites and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction sites.

Impact AIR-1: Construction of the proposed project would generate air pollutant emissions that could violate air quality standards. (S)

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust (PM₁₀) and construction exhaust emissions. With the implementation of these Basic Construction Mitigation Measures, included in Required Measure AIR-1 below, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, ROG and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2016.3.2, consistent with BAAQMD recommendations. The project would include excavation and grubbing of the existing berm to remove existing vegetation and clean overburden soil, which would be stored onsite. The estimated volume of in-place waste soil expected to be excavated and disposed of off-site is 64,600 cubic yards (about 110,000 tons). Based on this estimated quantity, the berm removal portion of the project would entail approximately 5,550 roundtrip truckloads leaving the project site with material for disposal. The project would also require clean import fill, which would include approximately 4,580 truck trips. However, as discussed in the Project Description, it is estimated that 25 percent of the truck trips for hauling contaminated soil for disposal offsite can likely be combined with truck trips hauling import fill to the site, so that the berm removal and backfilling is likely to require total truck round trips in the range of approximately 8,700 trips, which was included as an input to CalEEMod. In addition, construction of the sports facility site would require up to 50,000 cubic yards of fill to raise the site above the flood level, resulting in approximately 4,200 truck trips, which was also included in CalEEMod.

Berm removal is anticipated to begin in February or March 2019 and is expected to take approximately 3 to 4 months to complete. Primary construction of the Middle School campus is anticipated to begin in June 2019 and is expected to take approximately 12 months to complete. Completion of the Elementary and High School campuses is expected by December 2020. In total, construction of the campus site would take approximately 22 months. A start date for the proposed sports facility has not been determined, but construction, including grading and site improvements, is anticipated to take 24 to 36 months to complete. To be conservative, this analysis assumes the entire construction period would be approximately 49 months. Other construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table 4.2.E. CalEEMod output sheets are included in Appendix D.

Table 4.2.E: Unmitigated Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO _x	Exhaust PM ₁₀	Fugitive Dust PM ₁₀	Exhaust PM _{2.5}	Fugitive Dust PM _{2.5}
Average Daily Emissions	5.9	30.4	0.9	4.2	0.8	1.4
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	No	No	No	Yes	No	Yes

Source: LSA (August 2018).

Note:

BMP = best management practices

As shown in Table 4.2.E, construction emissions associated with the project would be less than significant for ROG, NO_x, exhaust PM_{2.5}, and exhaust PM₁₀ emissions. Required Measure AIR-1 requires the project contractor to implement the BAAQMD's Basic Construction Mitigation Measures to reduce construction fugitive dust emissions to less than significant. Therefore, construction of the proposed project would have a less than significant impact associated with an air quality standard violation or a substantial contribution to an existing or projected air quality violation.

Required Measure AIR-1:

In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures shall be implemented:

- 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 tracked-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.
- A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.

Operational Emissions. Long-term air pollutant emission impacts are those associated with area sources, energy sources, and mobile sources related to the proposed project. The proposed project would generate long-term air pollutant emissions as it is permanently converting the currently undeveloped project site to a developed use. These long-term emissions are primarily mobile source emissions that would result from vehicle trips associated with the proposed

project. Area sources, such as architectural coatings, landscape equipment, and use of consumer products, would also result in pollutant emissions. Energy source emissions associated with the proposed project would be generated by electricity and natural gas usage.

PM₁₀ emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM₁₀ occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. Major sources of energy demand include building mechanical systems, such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources, like renewable energy, producing fewer emissions than conventional sources. Area source emissions associated with the project would include emissions from the use of landscaping equipment and consumer products.

Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table 4.2.F. Trip generation rates for the project were based on the project's trip generation estimates, which indicate that the proposed project would generate approximately 4,960 average daily trips associated with the campus site and 588 average daily school year weekday trips, 1,952 average daily school year weekend trips, and 1,030 average daily summer weekday and weekend trips. The CalEEMod analysis accounts for vehicle emissions associated with student drop-off and pick-up, and vehicle queuing.

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project; emissions are released in other areas of the Air Basin (i.e., vehicles traveling to the project site would release emissions along roadways throughout the Air Basin and not specifically on the project site). The daily emissions associated with project operational trip generation, energy and area sources are identified in Table 4.2.F for ROG, NO_x, PM₁₀, and PM_{2.5}. The results shown in Table 4.2.F indicate the project would not exceed the significance criteria for daily ROG, NO₂, PM₁₀ or PM_{2.5} emissions; therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant. No mitigation is required.

Table 4.2.F: Project Operational Emissions

	ROG	NO _x	PM ₁₀	PM _{2.5}
Emissions in Pounds Per Day				
Area Source Emissions	10.3	0.0	0.0	0.0
Energy Source Emissions	0.2	2.0	0.2	0.2
Mobile Source Emissions	8.0	12.0	14.1	3.9
Total Emissions	18.4	14.0	14.3	4.1
BAAQMD Threshold	54.0	54.0	82.0	54.0
Exceed?	No	No	No	No
Emissions in Tons Per Year				
Area Source Emissions	1.9	0.0	0.0	0.0
Energy Source Emissions	0.0	0.4	0.0	0.0
Mobile Source Emissions	0.8	1.4	1.6	0.4
Total Emissions	2.7	1.7	1.6	0.4
BAAQMD Threshold	10.0	10.0	15.0	10.0
Exceed?	No	No	No	No

Source: LSA (August 2018).

Localized CO Impacts. The BAAQMD has established a screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD's CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the Contra Costa County Countywide Transportation Plan for designated roads or highways, a regional transportation plan, or other agency plans. The project sites are not located in an area where vertical or horizontal mixing of air is substantially limited. The campus site is expected to generate approximately 4,960 trips per day, with approximately 1,600 trips occurring during the AM peak hour, 1,160 trips occurring during the school afternoon peak hour, and 340 trips occurring during the PM peak hour of adjacent street traffic. In addition, the sports facility site is expected to generate approximately 294 PM peak hour trips during the school year weekdays, 294 midday peak hour trips during the school year weekends, and 147 midday peak hour trips during

the summer. Therefore, the proposed project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

Vehicle queuing and congestion associated with student drop-off and pick-up has the potential to result in CO hotspots. Based on the traffic analysis for the project, the project would potentially increase queuing at school loading areas. Although the project would increase the number of students on-site, the arrivals would be spread out over 20 minutes, and with short dwell times, vehicles would not be expected to idle for a considerable duration. PM peak period conditions would be saturated at critical points of access resulting in congestion and vehicle idling. However, traffic volumes would be well under the 44,000 vehicle per hour screening criteria the BAAQMD has established for potential CO hot-spot impacts. Additionally, the period of congestion would be limited to approximately 20 minutes, and the school would implement a traffic management plan (Mitigation Measure GHG-1) to minimize impacts. Based on the short duration of idling expected to occur, the project would not be expected to result in a CO hot-spot and would not result in localized CO concentrations that exceed State or federal standards. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant. No mitigation is required.

Exposure of Sensitive Receptors to Toxic Air Contaminants. Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact related to TAC exposure if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than $0.3 \mu g/m^3$. A significant cumulative impact would occur if the project, in combination with other projects located within a 1,000-foot radius of the project site, would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than $0.8 \mu g/m^3$ on an annual average basis.

Increased community risk can occur either by introducing a new sensitive receptor, such as a school use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. Potential adverse effects associated with the proposed project are discussed below.

Impacts to Existing Receptors. The closest sensitive receptors to the project construction areas are the single family residences along Avalon Circle and Avalon Drive, which are located immediately west of the campus site. As described above, construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement Measure AIR-1 described above. With implementation of this mitigation measure, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial pollutant emissions. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant with mitigation incorporated.

Information Disclosure Regarding Health Risks to Future Students. As noted above, this EIR includes analysis of the environment's impact on the project's future users for informational purposes. Implementation of the proposed project would allow new school land uses that would include sensitive receptors. LSA conducted a search of all stationary sources of emissions permitted by the BAAQMD within 1,000 feet of the project site. Using the KML file for Contra Costa County and a 1,000-foot buffer zone, four stationary sources were identified in the vicinity of the project site. Based on the preliminary data provided by the BAAQMD, LSA requested additional air emission permit data from the BAAQMD in order to conduct additional analysis for two facilities.

Using emission data provided by the BAAQMD, LSA conducted refined modeling for the Los Medanos Energy Center and Koch Carbon, LLC. This refined assessment was conducted using CARB exposure methodology and air dispersion modeling using the USEPA dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on the project site location and source geometry; source emissions strength, distance from the source to the receptor, and meteorological data from Concord Airport 2013-2017. The results of the stationary source analysis are presented in Table 4.2.G. Model input and output data used in the refined assessment are shown in Appendix E.

As shown in Table 4.2.G, the risk would be 0.133 in one million, which would not exceed the BAAQMD cancer risk of 10 in one million. The highest hazard index would be 0.003, which would not exceed the threshold of 1.0. The results of the analysis also indicate that the maximum PM_{2.5} concentration would be 0.006 µg/m³, which would not exceed the BAAQMD significance threshold of 0.30 µg/m³.

In addition, the cumulative analysis sums all sources of emissions in the vicinity of the project site. The cumulative cancer risk, hazard index, and PM_{2.5} concentrations are shown in Table 4.2.G. Results of the cumulative analysis indicated that the cumulative risk would be 0.133 in one million, which would not exceed the BAAQMD cancer risk of 100 in one million. The hazard index would be 0.004, which would not exceed the threshold of 10.0. The maximum PM_{2.5} concentration would be 0.06 µg/m³, which would not exceed the BAAQMD significance threshold of 0.80 µg/m³.

Table 4.2.G: Stationary Sources within 1,000 feet of the Project Site

Facility ID	Plant ID	Stationary Source (address & name)	Distance (feet)	Risk (in one million)	PM _{2.5} Concentration (µg/m ³)	Hazard Index
766	11866	Los Medanos Energy Center, 730 E. 3rd Street	903	0.133	0.03	0.000
735	10684	Koch Carbon, LLC, 700 E. 3rd Street	810	0.133	0.03	0.000
710	7306	John Stanley Auto Body- Fabrication & R, 325B E. 10th Street	635	0.00	0.00	0.003
596	9507	Frank De Rosa Auto Body, 1090 Harbor Street	972	0.00	0.00	0.001
Maximum Single Source Risks				0.133	0.03	0.003
BAAQMD Single Source Threshold				10 in one million	0.30	1.000
Exceed? (Yes/No)				No	No	No
Total Health Risk				0.133	0.06	0.004
BAAQMD Cumulative Threshold				100 in a million	0.80	10.0
Exceed? (Yes/No)				No	No	No

Source: Bay Area Air Quality Management District (2018).

Notes: n/a= Not Applicable

Therefore, stationary sources would not expose future students at the project site to health risk levels that would exceed the criteria established by the BAAQMD. Therefore, this impact would be less than significant.

Odors. During construction, the various diesel powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is therefore considered less than significant.

Odor impacts could result from siting a new odor source near existing sensitive receptors or siting a new sensitive receptor near an existing odor source. The BAAQMD considers a significant odor impact as a substantial number of odor complaints, specifically, more than five confirmed complaints per year average over the past three years. Examples of land uses that have the potential to generate considerable odors include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants.

The proposed project is not expected to produce any offensive odors that would result in frequent odor complaints. The proposed project would not create objectionable odors affecting a substantial number of people during project construction or operation, and this impact would be less than significant. No mitigation is required.

In addition, for informational purposes, a public records request to the BAAQMD which included potential complaints from nearby off-site residents, revealed no odor complaints within 1,000 feet of the project site between 2015 and 2018. However, the BAAQMD received 42 odor complaints without a specified location in the City, 39 of which are unconfirmed, two of which are confirmed, and one is pending. These odors could be detected at the project site; however, since there are no confirmed odor complaints recorded at the project site, this impact would be less than significant.

4.2.2.3 Cumulative Impacts

According to the BAAQMD, regional air pollution is largely a cumulative impact. No single project is sufficient in size to independently create regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. Therefore, if the proposed project's daily average or annual emissions of construction- or operational-related criteria air pollutants exceed any applicable threshold established by the BAAQMD, the proposed project would result in a considerable contribution to a cumulatively significant impact. As shown in Table 4.2.F, implementation of the proposed project would not generate significant operational emissions. As shown in the project-specific air quality impacts discussion above, the proposed project would not result in individually significant impacts and therefore the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

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4.3 GREENHOUSE GAS EMISSIONS

This section summarizes existing greenhouse gas emissions and discusses global climate change, its causes, and the contribution of human activities. An Energy Use Assessment, consistent with Appendix F of the CEQA Guidelines, is included as Appendix F. This section also estimates the likely greenhouse gas emissions that would result from construction and operational activities associated with implementation of the proposed project, including vehicular traffic, energy consumption and other emission sources. Mitigation measures are recommended where appropriate to reduce impacts to a less-than-significant level. The analysis performed for this section is based on the Bay Area Air Quality Management District's (BAAQMD) California Environmental Quality Act (CEQA) Air Quality Guidelines.¹ Consistent with Appendix F of the CEQA Guidelines, an assessment of the potential energy impacts resulting from implementation of the proposed project has been prepared and is included as Appendix F of this EIR.

4.3.1 Setting

The following discussion describes existing greenhouse gas emissions in the City of Pittsburg and the Bay Area, beginning with a discussion of typical greenhouse gas types and sources, impacts of global climate changes, the regulatory framework surrounding these issues, and current emission levels.

4.3.1.1 Background

This section provides background information on greenhouse gases and global climate change.

Global Climate Change. Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. The Earth's average near-surface atmospheric temperature rose $0.6 \pm 0.2^\circ$ Celsius ($^\circ\text{C}$) or $1.1 \pm 0.4^\circ$ Fahrenheit ($^\circ\text{F}$) in the 20th century. The prevailing scientific consensus on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO_2) and other greenhouse gases are the primary causes of the human-induced component of warming. Greenhouse gases are released by the burning of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect.²

Greenhouse gases are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are the following:

- Carbon dioxide (CO_2)
- Methane (CH_4)

¹ Bay Area Air Quality Management District. 2017. *CEQA Air Quality Guidelines*. May.

² The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduces the heat escaping, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the *naturally occurring* greenhouse effect is necessary to keep our planet at a comfortable temperature.

- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF₆)

Over the last 200 years, humans have caused substantial quantities of greenhouse gases to be released into the atmosphere. These extra emissions are increasing greenhouse gas concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade greenhouse gases include naturally-occurring greenhouse gases such as CO₂, methane, and N₂O, some gases, like HFCs, PFCs, and SF₆ are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of greenhouse gases above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this air quality analysis, the term “greenhouse gases” will refer collectively to the six gases listed above only.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each greenhouse gas to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to carbon dioxide, the most abundant greenhouse gas; the definition of GWP for a particular greenhouse gas is the ratio of heat trapped by one unit mass of the greenhouse gas to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. Greenhouse gas emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e). Table 4.3.A shows the GWP for each type of greenhouse gas. For example, sulfur hexafluoride is 22,800 times more potent at contributing to global warming than carbon dioxide.

Table 4.3.A: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon)
Carbon Dioxide	50-200	1
Methane	12	25
Nitrous Oxide	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF ₄)	50,000	7,390
PFC: Hexafluoromethane (C ₂ F ₆)	10,000	12,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

Source: Intergovernmental Panel on Climate Change (2007). *Climate Change 2007: The Physical Science Basis*. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

The following discussion summarizes the characteristics of the six greenhouse gases and black carbon.

Carbon Dioxide. In the atmosphere, carbon generally exists in its oxidized form, as CO₂. Natural sources of CO₂ include the respiration (breathing) of humans, animals and plants, volcanic outgassing, decomposition of organic matter and evaporation from the oceans. Human caused sources of CO₂ include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. Natural sources release approximately 150 billion tons of CO₂ each year, far outweighing the 7 billion tons of man-made emissions of CO₂ each year. Nevertheless, natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of man-made CO₂, and consequently, the gas is building up in the atmosphere.

In 2015, CO₂ emissions accounted for approximately 84 percent of California's overall greenhouse gas emissions.³ The transportation sector accounted for California's largest portion of CO₂ emissions, approximately 44 percent, with gasoline consumption making up the greatest portion of these emissions. Electricity generation was California's second largest category of greenhouse gas emissions.

Methane. Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Decomposition occurring in landfills accounts for the majority of human-generated CH₄ emissions in California and in the United States as a whole. Agricultural processes such as intestinal fermentation, manure management, and rice cultivation are also significant sources of CH₄ in California. Methane accounted for approximately 9.0 percent of greenhouse gas emissions in California in 2015.⁴

Total annual emissions of methane are approximately 500 million tons, with manmade emissions accounting for the majority. As with CO₂, the major removal process of atmospheric methane—a chemical breakdown in the atmosphere—cannot keep pace with source emissions, and methane concentrations in the atmosphere are increasing.

Nitrous Oxide. Nitrous oxide is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. Nitrous oxide is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit N₂O, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N₂O

³ California Air Resources Board. 2017. *California Greenhouse Gas Emission Inventory – 2017 Edition*. June 6. Website: www.arb.ca.gov/cc/inventory/data/data.htm (accessed August 23, 2018).

⁴ Ibid.

emissions in California. Nitrous oxide emissions accounted for approximately 2.7 percent of greenhouse gas emissions in California in 2015.⁵

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. HFCs are primarily used as substitutes for ozone-depleting substances regulated under the Montreal Protocol.⁶ PFCs and SF₆ are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry leads to greater use of PFCs. HFCs, PFCs, and SF₆ accounted for about 4.3 percent of man-made greenhouse gas emissions (CO₂e) in California, 2015.⁷

Black Carbon. Black carbon is the most strongly light-absorbing component of PM formed by burning fossil fuels such as coal, diesel, and biomass. Black carbon is emitted directly into the atmosphere in the form of fine particulate matter (PM_{2.5}) and is the most effective form of PM, by mass, at absorbing solar energy. Per unit of mass in the atmosphere, black carbon can absorb a million times more energy than CO₂.⁸ Black carbon contributes to climate change both directly, such as absorbing sunlight, and indirectly, such as affecting cloud formation. However, because black carbon is short-lived in the atmosphere, it can be difficult to quantify its effect on global-warming.

Most U.S. emissions of black carbon come from mobile sources (52 percent), particularly from diesel fueled vehicles. The other major source of black carbon is open biomass burning, including wildfires, although residential heating and industry also contribute. The California Air Resources Board (CARB) estimates that the annual black carbon emissions in California have decreased approximately 70 percent between 1990 and 2010 and are expected to continue to decline significantly due to controls on mobile diesel emissions.

Impacts of Climate Change. The potential impacts of global climate change are described in the following section.

Temperature Increase. The latest projections, based on state-of-the art climate models, indicate that temperatures in California are expected to rise 3 to 10.5°F by the end of the century.⁹ Because greenhouse gases persist for a long time in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere cannot be tied to a specific point of emission.

⁵ Ibid.

⁶ The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

⁷ Ibid.

⁸ U.S. Environmental Protection Agency. 2015. *Black Carbon*. Website: www3.epa.gov/blackcarbon/basic.html (accessed August 23, 2018). September.

⁹ California Climate Change Center. 2006. *Our Changing Climate. Assessing the Risks to California*. July.

Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from the following:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (i.e., changes in ocean circulation and reduction in sunlight from the addition of greenhouse gases and other gases to the atmosphere from volcanic eruptions); or
- Human activities that change the atmosphere's composition (i.e., through burning fossil fuels) and the land surface (i.e., from deforestation, reforestation, urbanization, and desertification).

The primary effect of global climate change has been a rise in the average global temperature. The impact of human activities on global climate change is readily apparent in the observational record. For example, surface temperature data show that 11 of the 12 years from 1995 to 2006 rank among the 12 warmest since 1850, the beginning of the instrumental record for global surface temperature.¹⁰ Climate change modeling shows that further warming could occur, which would induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include but are not limited to the following:

- The loss of sea ice and mountain snowpack resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;
- Rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps in the Greenland and Antarctic ice sheets;
- Changes in weather that include widespread changes in precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;
- Decline of the Sierra snowpack, which accounts for a significant amount of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;
- Increase in the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas of Los Angeles and the San Joaquin Valley by the end of the 21st century; and

¹⁰ California, State of. 2008. California Energy Commission's Public Interest Energy Research Program. *The Future is Now: An Update on Climate Change Science, Impacts, and Response Options for California*. September.

- High potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems due to the rise in sea level.

Precipitation and Water Supply. Global average precipitation is expected to increase overall during the 21st century as the result of climate change but will vary in different parts of the world. However, global climate models are generally not well-suited for predicting regional changes in precipitation because of the scale of regionally important factors (e.g., proximity of mountain ranges) that affect precipitation.¹¹

Most of California's precipitation falls in the northern part of the State during the winter. A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers, as the greatest demand for water comes from users in the southern part of the State during the spring and summer.¹² The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

Some models predict drier conditions and decreased water flows, while others predict wetter conditions in various parts of the world. If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, thus reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent over the next 100 years.

The extent to which various meteorological conditions will impact groundwater supply is unknown. Warmer temperatures could increase the period when water is on the ground by reducing soil freeze. However, warmer temperatures could also lead to higher evaporation or shorter rainfall seasons, shortening the recharge season. Warmer winters could increase the amount of runoff available for groundwater recharge. However, the additional runoff would occur at a time when some basins, particularly in Northern California, are being recharged at their maximum capacity.

Where precipitation is projected to increase in California, the increases are focused in Northern California. However, various California climate models provide mixed results regarding changes in total annual precipitation in the State through the end of this century; therefore, no conclusion on an increase or decrease can be made. Considerable uncertainties about the precise effects of climate change on California hydrology and water resources will remain until there is more precise and consistent information about how precipitation patterns, timing, and intensity will change.¹³

The Contra Costa Water District (CCWD) supplies water to the City of Pittsburg. CCWD pumps Central Valley Project water from the Delta, and local groundwater wells. In 2015,

¹¹ Intergovernmental Panel on Climate Change. 2007, op. cit.

¹² California Climate Change Center. 2006, op. cit.

¹³ California, State of. 2006. Department of Water Resources. *Progress on Incorporating Climate Change into Management of California's Water Resources*. July.

approximately 87 percent of the City's potable water supply was provided by CCWD via the Contra Costa Canal and 13 percent was from local groundwater wells. The City's projected water availability to serve new uses in 2025 will be approximately 1.2 million gallons per day (MGD). Additionally, the City is undertaking multiple water supply projects, including recycled water, groundwater, and water transfers, to ensure water supply availability in the future.

Raw water from the Contra Costa Canal and the groundwater wells is treated at the Pittsburg Water Treatment Plan (Pittsburg WTP), which is owned and operated by the City, before distribution throughout the City's service area.¹⁴ The City's distribution system includes the Pittsburg WTP, which treats approximately 32 MGD, eight drinking water storage reservoirs, seven pump stations, 215 miles of water mains, 3,600 distribution system valves, 17,500 customer service lines and meters, and 1,300 fire hydrants.

The City updated its Urban Water Management Plan (UWMP) in 2016 (based on General Plan growth projections) which describes existing and planned sources of water available in the water system service area over the next 20 years, in 5-year increments. According to the UWMP, the City has a projected water supply of 18,968 acre feet per year (AFY), or 16.9 MGD, in 2025. The City is projected to have a demand of 17,625 AFY, or 15.7 MGD. Therefore, the City is projected to have an available capacity of 1.2 MGD

Emissions Inventories. The emissions inventory identifies and quantifies the primary human-generated sources and sinks of greenhouse gases is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, California, and local greenhouse gas emission inventories.

Global Emissions. Worldwide net emissions (including the effects of land use and forestry) of greenhouse gases in 2010 were 46 billion metric tons¹⁵ of CO₂e per year.¹⁶ This represents a 35 percent increase from 1990.

United States Emissions. In 2015, the United States emitted about 6.5 billion metric tons of CO₂e or about 21 metric tons per year per person. The total 2015 CO₂e emissions represent a 3.5 percent increase since 1990 but a 10 percent decrease since 2005. Of the six major sectors nationwide – residential, commercial, agricultural, industry, transportation, and electricity generation – electricity generation accounts for the highest amount of greenhouse gas emissions (approximately 29 percent), with transportation second at 27 percent; these emissions are generated entirely from direct fossil fuel combustion.¹⁷

State of California Emissions. The CARB is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the amount of greenhouse gases emitted to

¹⁴ Pittsburg, City of. 2016. *City of Pittsburg 2015 Urban Water Management Plan*. June.

¹⁵ A metric ton is equivalent to approximately 1.1 tons.

¹⁶ U.S. Environmental Protection Agency. 2017. *Inventory of U.S. Greenhouse Gas Emissions and Sinks. 1990-2015*. Available online at: www.epa.gov/sites/production/files/2017-02/documents/2017_complete_report.pdf (accessed August 23, 2018).

¹⁷ Ibid.

and removed from the atmosphere by human activities within the State and supports the Assembly Bill 32 (AB 32) Climate Change Program.

According to CARB emission inventory estimates, California emitted approximately 441.5 million metric tons of CO₂e emissions in 2014.¹⁸ This represents an overall decrease of 9.4 percent since peak levels in 2004. During the 2000 to 2014 period, per capita greenhouse gas emissions in California have continued to drop from a peak in 2001 of 13.9 metric tons per person to 11.4 metric tons per person in 2014, which is an 18 percent decrease.¹⁹ Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining, representing a 28 percent decline since the 2001 peak, while the state's GDP has grown 28 percent during this period.²⁰

California greenhouse gas emissions from the transportation sector—still the State's largest single source of greenhouse gases, contributing 36 percent of total emissions—grew by 1 percent in 2014, although emissions from this sector are still 13 percent lower than peak levels in 2005.²¹ The CARB attributes much of this decrease to the growing Statewide fleet of fuel-efficient vehicles—the hybrid vehicle market share increased in 2012 to 7.4 percent from the 2011 level of 5.4 percent.²²

CARB staff has projected 2020 unregulated greenhouse gas emissions, which represent the emissions that would be expected to occur in the absence of any greenhouse gas reduction actions, would be 507 million metric tons (MMT) of CO₂e.²³ The total emissions are lower than originally forecast (596 MMT) in the AB 32 Scoping Plan to account for new estimates for future fuel and energy demand and accounting for the recent economic recession.

Greenhouse gas emissions in 2020 from the transportation sector as a whole are expected to increase to 184 MMT of CO₂e (2012 inventory is 167 MMT of CO₂e). The industrial sector consists of large stationary sources of greenhouse gas emissions and includes oil and gas production and refining facilities, cement plants, and large manufacturing facilities. Emissions for this sector are forecast to grow to 91.5 MMT of CO₂e by 2020, an increase of approximately 3 percent from the 2012 emissions inventory level. The commercial and residential sectors are expected to contribute 45.3 MMT of CO₂e, or about 9 percent of the total Statewide greenhouse gas emissions in 2020.²⁴

¹⁸ California Air Resources Board. 2014. *Greenhouse Gas Inventory Data for 2000–2014*. Website: www.arb.ca.gov/cc/inventory/data/data.htm (accessed August 23, 2018).

¹⁹ Ibid.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ California Air Resources Board. 2013. *Greenhouse Gas Inventory: 2020 Emissions Forecast*. Website: www.arb.ca.gov/cc/inventory/data/bau.htm (accessed August 23, 2018).

²⁴ Ibid.

San Francisco Bay Area Emissions. The BAAQMD established a climate protection program in 2005 to acknowledge the link between climate change and air quality. The BAAQMD regularly prepares inventories of criteria and toxic air pollutants to support planning, regulatory and other programs. The most recent emissions inventory estimates greenhouse gas emissions produced by the San Francisco Bay Area in 2011.²⁵ The inventory, which was published January 2015, updates the BAAQMD's previous greenhouse gas emission inventory for base year 2007.

In 2011, 86.6 million metric tons of CO₂e of greenhouse gases were emitted by the San Francisco Bay Area. Fossil fuel consumption in the transportation sector was the single largest source of the San Francisco Bay Area's greenhouse gas emissions in 2011. The transportation sector (including on-road motor vehicles, locomotives, ships and boats, and aircraft) contributed 39.7 percent of greenhouse gas emissions and the industrial and commercial sectors (excluding electricity and agriculture) contributed 35.7 percent of greenhouse gas emissions in the Bay Area. Energy production activities such as electricity generation and co-generation were the third largest contributor with approximately 14 percent of the total greenhouse gas emissions. Off-road equipment such as construction, industrial, commercial, and lawn and garden equipment contributed 1.5 percent of greenhouse gas emissions.

In addition, the BAAQMD collaborated with the Cool Climate Network at UC Berkeley to develop a consumption-based inventory of greenhouse gas emissions for the San Francisco Bay Area, including the City of Pittsburg. The consumption-based inventory is intended to supplement and complement the BAAQMD's production-based inventory of greenhouse gases that are emitted within the geographic boundaries of the BAAQMD. The consumption-based inventory found that the carbon footprint of the average San Francisco Bay Area household is approximately 44.3 metric tons of CO₂e, which includes 14.6 tons (33 percent) from transportation sources, 5.8 tons (13 percent) from housing, 8.5 tons (19 percent) from food, 8.0 tons (18 percent) from goods, and 7.9 tons (18 percent) from services.²⁶

City of Pittsburg Emissions. The City of Pittsburg developed a baseline greenhouse gas emissions inventory for both community and municipal operations for the year 2005.²⁷ This baseline is used to measure progress as the City works to reduce greenhouse gas emissions by implementing their Climate Action Plan. Table 4.3.B below identifies the community greenhouse gas emissions. In 2005, the City emitted 235,668 metric tons of CO₂e. As shown in Table 4.3.B, emissions were distributed almost equally among energy types (natural gas, electricity, and transportation fuels), each contributing approximately 30 percent of total emissions. The remaining 10 percent of emissions resulted from waste decomposition. As shown in Table 4.3.B, by sector, the residential sector emitted the most, followed by the commercial sector, transportation, and finally the waste from the whole community.

²⁵ Bay Area Air Quality Management District. 2015. *Source Inventory of Bay Area Greenhouse Gas Emissions*. January.

²⁶ Jones, Christopher M, and Daniel M. Kammen. 2015. *A Consumption-Based Greenhouse Gas Inventory of San Francisco Bay Area Neighborhoods, Cities and Counties: Prioritizing Climate Action for Different Locations*. December 15.

²⁷ Pittsburg, City of. 2009. *Draft City of Pittsburg 2005 Greenhouse Gas Emissions Inventory*. October.

Table 4.3.B: 2005 Greenhouse Gas Emissions Inventory by Sector and Energy Source

Sector	Energy Type	Percent Greenhouse Gas Emissions	Metric Tons CO ₂ e
Transportation	Local Roads Gasoline	25	58,021
	Local Roads Diesel	3	7,674
<i>Transportation Total</i>		28	65,695
Commercial	Natural Gas	13	29,873
	Electricity	18	41,901
<i>Commercial Total</i>		30	71,775
Residential	Natural Gas	19	44,110
	Electricity	13	30,348
<i>Residential Total</i>		32	74,458
Waste		10	2,3741
Total		100	235,668

Source: City of Pittsburg (2009).

In addition, as discussed above, the BAAQMD collaborated with the Cool Climate Network at UC Berkeley to develop a consumption-based inventory of greenhouse gas emissions for the San Francisco Bay Area, including the City of Pittsburg. The consumption-based inventory found that the carbon footprint of the average household in Pittsburg is approximately 43.6 metric tons of CO₂e, which includes 12.1 tons (28 percent) from transportation sources, 6.2 tons (14 percent) from housing, 11.8 tons (27 percent) from food, 6.4 tons (15 percent) from goods, and 7.1 tons (16 percent) from services.²⁸

4.3.1.2 Regulatory Framework

This section describes regulations related to greenhouse gas emissions at the federal, State, and local level.

Federal Regulations. The United States has historically had a voluntary approach to reducing greenhouse gas emissions. However, on April 2, 2007, the United States Supreme Court ruled that the U.S. Environmental Protection Agency (USEPA) has the authority to regulate CO₂ emissions under the federal Clean Air Act. While there currently are no adopted federal regulations for the control or reduction of greenhouse gas emissions, the USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change.

This includes the 2009 USEPA final rule for mandatory reporting of greenhouse gases from large greenhouse gas emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the Clean Air Act, finding that six greenhouse gases (CO₂, CH₄, N₂O, HFCs, PFCs, SF₆) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national greenhouse gas emission standards.

²⁸ Jones, Christopher M, and Daniel M. Kammen. 2015, op. cit.

State Regulations. The CARB is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

Assembly Bill 1493 (2002). In a response to the transportation sector's significant contribution to California's CO₂ emissions, Assembly Bill 1493 (AB 1493) was enacted on July 22, 2002. AB 1493 requires the CARB to set greenhouse gas emission standards for passenger vehicles and light duty trucks (and other vehicles whose primary use is noncommercial personal transportation in the State) manufactured in 2009 and all subsequent model years. These standards (starting in model years 2009 to 2016) were approved by the CARB in 2004, but the needed waiver of CAA Preemption was not granted by the USEPA until June 30, 2009. The CARB responded by amending its original regulation, now referred to as Low Emission Vehicle III, to take effect for model years starting in 2017 to 2025.

Executive Order S-3-05 (2005). Governor Arnold Schwarzenegger signed Executive Order S-3-05 on June 1, 2005, which proclaimed that California is vulnerable to the impacts of climate change. To combat those concerns, the executive order established California's greenhouse gas emissions reduction targets, which established the following goals:

- Greenhouse gas emissions should be reduced to 2000 levels by 2010;
- Greenhouse gas emissions should be reduced to 1990 levels by 2020; and
- Greenhouse gas emissions should be reduced to 80 percent below 1990 levels by 2050.

The Secretary of the California Environmental Protection Agency (CalEPA) is required to coordinate efforts of various State agencies in order to collectively and efficiently reduce greenhouse gases. A biannual progress report must be submitted to the Governor and State Legislature disclosing the progress made toward greenhouse emission reduction targets. In addition, another biannual report must be submitted illustrating the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry, and report possible mitigation and adaptation plans to address these impacts.

The Secretary of CalEPA leads this Climate Action Team (CAT) made up of representatives from State agencies as well as numerous other boards and departments. The CAT members work to coordinate Statewide efforts to implement global warming emission reduction programs and the State's Climate Adaptation Strategy. The CAT is also responsible for reporting on the progress made toward meeting the Statewide greenhouse gas targets that were established in the executive order and further defined under AB 32, the "Global Warming Solutions Act of 2006." The first CAT Report to the Governor and the Legislature was released in March 2006, which it laid out 46 specific emission reduction strategies for reducing greenhouse gas emissions and reaching the targets established in the Executive Order. The CAT Report to the Governor and Legislature; the most recent was released in December 2010.

Assembly Bill 32 (2006), California Global Warming Solutions Act. California's major initiative for reducing greenhouse gas emissions is AB 32, passed by the State legislature on August 31, 2006. This effort aims at reducing greenhouse gas emissions to 1990 levels by 2020. The CARB has established the level of greenhouse gas emissions in 1990 at 427 MMT CO₂e. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce greenhouse gases that contribute to global climate change. The Scoping Plan was approved by the CARB on December 11, 2008, and contains the main strategies California will implement to achieve the reduction of approximately 169 MMT of CO₂e, or approximately 30 percent, from the State's projected 2020 emission level of 596 MMT of CO₂e under a business-as-usual scenario (this is a reduction of 42 MMT CO₂e, or almost 10 percent from 2002-2004 average emissions). The Scoping Plan also includes CARB-recommended greenhouse gas reductions for each emissions sector of the State's greenhouse gas inventory. The Scoping Plan calls for the largest reductions in greenhouse gas emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO₂e);
- The Low-Carbon Fuel Standard (15.0 MMT CO₂e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO₂e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO₂e).

The Scoping Plan identifies 18 emission reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related greenhouse gas targets, vehicle efficiency measures, goods movement, solar roof programs, industrial emissions, high speed rail, green building strategies, recycling, sustainable forests, water, and air. The measures would result in a total reduction of 174 MMT CO₂e by 2020.

On August 24, 2011, the CARB unanimously approved both the new supplemental assessment and reapproved its Scoping Plan, which provides the overall roadmap and rule measures to carry out AB 32. The CARB also approved a more robust CEQA equivalent document supporting the supplemental analysis of the cap-and-trade program. The cap-and-trade took effect on January 1, 2012, with an enforceable compliance obligation that began January 1, 2013.

CARB has not yet determined what amount of greenhouse gas reductions it recommends from local government operations and local land use decisions; however, the Scoping Plan states that land use planning and urban growth decisions will play an important role in the State's greenhouse gas reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions (meanwhile, CARB is also developing an additional protocol for community

emissions). CARB further acknowledges that decisions on how land is used will have large impacts on the greenhouse gas emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The Scoping Plan states that the ultimate greenhouse gas reduction assignment to local government operations is to be determined. With regard to land use planning, the Scoping Plan expects an approximately 5.0 MMT CO₂e reduction due to implementation of Senate Bill 375 (SB 375).

In addition to reducing greenhouse gas emissions to 1990 levels by 2020, AB 32 directed the CARB and the CAT to identify a list of “discrete early action greenhouse gas reduction measures” that could be adopted and made enforceable by January 1, 2010. On January 18, 2007, Governor Schwarzenegger signed Executive Order S-1-07, further solidifying California’s dedication to reducing greenhouse gases by setting a new Low Carbon Fuel Standard. The Executive Order sets a target to reduce the carbon intensity of California transportation fuels by at least 10 percent by 2020 and directs the CARB to consider the Low Carbon Fuel Standard as a discrete early action measure. In 2011, U.S. District Court Judge Lawrence O’Neil issued an injunction preventing implementation of the Low Carbon Fuel Standard, ruling that it is unconstitutional. In 2012, the Ninth Circuit Court of Appeal stayed the District Court’s injunction, allowing implementation of the Low Carbon Fuel Standard. The Ninth Circuit decided to uphold the Low Carbon Fuel Standard.

In June 2007, the CARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on GWP Refrigerants, and Landfill CH₄ Capture).²⁹ Discrete early action measures are measures that were required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code Section 38560.5. The CARB adopted additional early action measures in October 2007 that tripled the number of discrete early action measures. These measures relate to truck efficiency, port electrification, reduction of PFCs from the semiconductor industry, reduction of propellants in consumer products, proper tire inflation, and SF₆ reductions from the non-electricity sector. The combination of early action measures is estimated to reduce Statewide greenhouse gas emissions by nearly 16 MMT.³⁰

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive greenhouse gas emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020, and also sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. The Update highlights California’s progress toward meeting the “near-term” 2020 greenhouse gas emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State’s “longer-term” greenhouse gas reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released a

²⁹ California Air Resources Board. 2007. *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration*. October.

³⁰ California Air Resources Board. 2007. “ARB approves tripling of early action measures required under AB 32” News Release 07-46. October 25.

second update to the Scoping Plan, the 2017 Scoping Plan,³¹ to reflect the 2030 target set by Executive Order B-30-15 and codified by Senate Bill 32 (SB 32).

Senate Bill 97 (2007). Senate Bill 97 (SB 97), signed by the Governor in August 2007 (Chapter 185, Statutes of 2007; Public Resources Code, Sections 21083.05 and 21097), acknowledges climate change is a prominent environmental issue that requires analysis under CEQA. This bill directed the OPR to prepare, develop, and transmit to the California Resources Agency guidelines for mitigating greenhouse gas emissions or the effects of greenhouse gas emissions, as required by CEQA.

The California Natural Resources Agency adopted the amendments to the CEQA Guidelines in January 2010, which went into effect in March 2010. The amendments do not identify a threshold of significance for greenhouse gas emissions, nor do they prescribe assessment methodologies or specific mitigation measures. The amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but preserve the discretion granted by CEQA to lead agencies in making their own determinations based on substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs when they perform individual project analyses.

Senate Bill 375 (2008). Signed into law on October 1, 2008, SB 375 supplements greenhouse gas reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, the CARB approved greenhouse gas reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). The CARB 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 CARB through Sustainable Community Strategies (SCS). The SCS are included with the Regional Transportation Plan (RTP), a report required by State law. However, if an MPO finds that their SCS will not meet the greenhouse gas reduction target, they may prepare an Alternative Planning Strategy (APS). The APS identifies the impediments to achieving the targets.

Executive Order B-30-15 (2015). Governor Jerry Brown signed Executive Order B-30-15 on April 29, 2015, which added the immediate target of:

- Greenhouse gas emissions should be reduced to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of greenhouse gas emissions were directed to implement measures to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

³¹ California Air Resources Board. 2017. *California's 2017 Climate Change Scoping Plan*. November.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act. Senate Bill 350 (SB 350), signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and
- Increasing energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission for the private utilities and by the California Energy Commission for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other non-renewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to state energy agencies under existing law. The addition made by this legislation requires state energy agencies to plan for, and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197. In summer 2016 the Legislature passed, and the Governor signed, SB 32, and Assembly Bill 197 (AB 197). SB 32 affirms the importance of addressing climate change by codifying into statute the greenhouse gas emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric greenhouse gas concentrations at 450 parts per million CO₂e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Senate Bill 100 (SB 100). On September 10, 2018, Governor Brown signed SB 100, which raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-155-18. Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the

carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO₂e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Bay Area Air Quality Management District. The BAAQMD is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates greenhouse gas emissions through the following plans, programs, and guidelines.

Clean Air Plans. The Clean Air Plan guides the region's air quality planning efforts to attain the California Air Resources Board California Ambient Air Quality Standards (CAAQS). The BAAQMD 2017 Clean Air Plan, which was adopted on April 19, 2017 by the BAAQMD Board of Directors, is the current Clean Air Plan which contains district-wide control measures to reduce ozone precursor emissions (i.e., reactive organic gases [ROG] and nitrogen oxide [NO_x]), particulate matter and greenhouse gas emissions.

The Bay Area 2017 Clean Air Plan:

- Describes the BAAQMD's plan towards attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among bay area communities;
- Defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050;
- Provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve greenhouse gas reduction targets; and
- Includes a wide range of control measures designed to decrease emissions of air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "Super Greenhouse Gases" that are potent climate pollutants in the near term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

BAAQMD Climate Protection Program. The BAAQMD established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the San Francisco Bay Area Air Basin. The climate protection program includes measures that promote energy efficiency, reduce vehicle miles traveled, and develop alternative sources of energy, all of which assist in reducing emissions of greenhouse gas and in reducing air pollutants that affect the health of residents. BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

BAAQMD CEQA Air Quality Guidelines. The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and greenhouse gas emissions.

In June 2010, BAAQMD adopted updated draft CEQA Air Quality Guidelines and finalized them in May 2011. These guidelines superseded previously adopted agency air quality guidelines of 1999 and were intended to advise lead agencies on how to evaluate potential air quality impacts.

In May 2017, the BAAQMD published an updated version of the CEQA Guidelines. The 2017 CEQA Guidelines include thresholds to evaluate project impacts in order to protectively evaluate the potential effects of the project on air quality. These protective thresholds are appropriate in the context of the size, scale, and location of the project.

Under the CEQA Air Quality Guidelines, a local government may prepare a Qualified Greenhouse Gas Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy and General Plan that addresses the project's greenhouse gas emissions, it can be presumed that the project will not have significant greenhouse gas emissions under CEQA. The CEQA Air Quality Guidelines also included a quantitative threshold for project level analyses based on estimated greenhouse emissions as well as per capita metrics.

City of Pittsburg. The City of Pittsburg's Climate Action Plan (CAP) is currently in development and has not been adopted by the City; however the City provides Climate Action pages³² that summarize Pittsburg's activities in climate action and identify methods that the City and community can implement to reduce greenhouse gas emissions. As identified in the Climate Action pages, the CAP will include strategies related to energy efficiency, renewable energy, transport alternatives, fuel efficiency, resource conservation, and adaptation strategies.

4.3.2 Impacts and Mitigation Measures

The following section presents a discussion of the impacts related to greenhouse gas emissions that could result from implementation of the proposed project.

A single project typically does not generate a sufficient quantity of greenhouse gas emissions to affect global climate change; therefore, the global climate change impacts of the proposed project are discussed in the context of cumulative impacts, following the approach recommended by the BAAQMD. This section begins by establishing the thresholds to determine whether an impact is significant. The latter part of this section identifies greenhouse gas emissions associated with

³² Pittsburg, City of. n.d. *Climate Action Pages*. Website: www.ci.pittsburg.ca.us/index.aspx?page=301 (accessed August 23, 2018).

existing operations within the project area and evaluates the greenhouse gas emissions expected to result from the project and the recommended feasible mitigation measures, if required.

4.3.2.1 Criteria of Significance

The project would result in a significant impact related to greenhouse gas emissions if it would:

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

Section 15064.4 of the CEQA Guidelines states that: “A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify greenhouse gas emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The BAAQMD has adopted greenhouse gas thresholds of significance for operational emissions in its 2017 CEQA Guidelines.³³ The BAAQMD has not adopted thresholds for construction emissions but recommends quantification and disclosure of these emissions. Local agencies are encouraged to adopt feasible mitigation measures to reduce construction emissions. This EIR analyzes whether the project’s greenhouse gas emissions would be cumulatively significant, and if so the project would then result in significant adverse impacts on global climate change if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The project would not have a significant effect on the environment if it would meet one of the following criteria:
 - Result in operational-related greenhouse gas emissions of less than 1,100 metric tons of CO₂e a year; or
 - Result in operational-related greenhouse gas emissions of less than 4.6 metric tons of CO₂e per capita service population (employees plus residents) per year.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

³³ Bay Area Air Quality Management District. 2017, op. cit.

4.3.2.2 Project Impacts

The following section describes potential impacts to greenhouse gas emissions associated with implementation of the proposed project.

Construction Emissions. Greenhouse gas emissions associated with the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. Although the project's anticipated emissions from excavation, grading, hauling, and construction activities are quantified herein, in determining the potential significance from such activities, it is important to note the BAAQMD has not established a quantified construction greenhouse gas emissions threshold. The BAAQMD recommends that greenhouse gas emissions are quantified and lead agencies are encouraged to incorporate best management practices to reduce greenhouse gas emissions during construction, as feasible and applicable.³⁴

Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, greenhouse gas emissions would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates greenhouse gases such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The California Emissions Estimator Model version 2016.3.2 (CalEEMod) was used to estimate construction-related greenhouse gas emissions associated with construction of the proposed project. The project would include excavation and grubbing of the existing berm to remove existing vegetation and clean overburden soil, which would be stored onsite. The estimated volume of in-place waste soil expected to be excavated and disposed of off-site is 64,600 cubic yards (about 110,000 tons). Based on this estimated quantity, the berm removal portion of the project would entail approximately 5,550 roundtrip truckloads leaving the project site with material for disposal. The project would also require clean import fill, which would include approximately 4,580 truck trips. However, as discussed in the Project Description, it is estimated that 25 percent of the truck trips for hauling contaminated soil for disposal offsite can likely be combined with truck trips hauling import fill to the site, so that the berm removal and backfilling is likely to require total truck round trips in the approximate range of 8,700 trips, which was included as an input to CalEEMod. In addition, construction of the sports facility site would require up to 50,000 cubic yards of fill, resulting in approximately 4,200 truck trips, which was also included in CalEEMod.

Berm removal is anticipated to begin in February or March 2019 and is expected to take approximately 3 to 4 months to complete. Primary construction of the Middle School campus is anticipated to begin in June 2019 and is expected to take approximately 12 months to complete. Completion of the Elementary and High School campuses is expected by December 2020. In total, construction of the campus site would take approximately 22 months. A start date for the proposed sports facility has not been determined, but construction, including grading and site improvements, is anticipated to take 24 to 36 months to complete. To be conservative, this analysis assumes the

³⁴ Ibid.

entire construction period would be approximately 49 months. Other construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. CalEEMod output sheets are included in Appendix D.

Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 5,134.0 metric tons of CO₂e. When considered over the 4-year construction period, construction emissions would be approximately 1,283.5 metric tons of CO₂e per year. In addition, when considered over the 30-year life of the project, the amortized construction emissions would be approximately 171.1 metric tons of CO₂e per year. The BAAQMD does not have an adopted threshold of significance for construction-related greenhouse gas emissions. However, lead agencies are encouraged to quantify and disclose greenhouse gas emissions that would occur during construction and incorporate all feasible measures to reduce greenhouse gas emissions during construction activities. Implementation of Mitigation Measure AIR-1 would reduce greenhouse gas emissions from construction by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment.

Operational Emissions. Long-term operation of the proposed project would generate greenhouse gas emissions from area and mobile sources as well as indirect emissions from sources associated with energy consumption. Mobile-source greenhouse gas emissions would include project-generated vehicle trips associated with student and faculty trips to the campus. Area sources would be associated with architectural coatings, landscape equipment, and use of consumer products. Energy source emissions would be associated with electricity and natural gas usage. Area sources, such as architectural coatings, landscape equipment, and use of consumer products, would also result in pollutant emissions. Energy source emissions associated with the proposed project would be generated by electricity and natural gas usage.

Impact GHG-1: The proposed project could generate substantial greenhouse gas emissions from construction, area and mobile sources, as well as indirect emissions from sources associated with energy consumption. (SU)

Operational emissions estimates for the proposed project are discussed below and were calculated using a method that is consistent with methodology recommended in the BAAQMD's CEQA Air Quality Guidelines, as described below.

Methodology. The methodology and/or qualitative description of the sources of greenhouse gas emissions associated with transportation, electricity, water use, and solid waste disposal are described below.

Transportation. Transportation associated with the proposed project would result in greenhouse gas emissions from the combustion of fossil fuels in daily automobile trips. Transportation is the largest source of greenhouse gas emissions in California and represents approximately 36 percent of annual CO₂ emissions in the State. For land use development projects, vehicle miles traveled (VMT) and vehicle trips are the most direct indicators of greenhouse gas emissions associated with the proposed project. Implementation of the proposed project would generate approximately 4,960 average daily trips associated with the campus site and 588 average daily school year weekday trips, 1,952

average daily school year weekend trips, and 1,030 average daily summer weekday and weekend trips.

Electricity and Natural Gas. Buildings represent 39 percent of United States primary energy use and 70 percent of electricity consumption.³⁵ Electricity use can result in greenhouse gas production if the electricity is generated by combusting fossil fuel. Implementation of the proposed project is anticipated to increase the use of electricity and natural gas; however, as part of the project's compliance with the latest California Building Code standards, the proposed project must be relatively energy efficient and would incorporate green building measures in compliance with the latest CALGreen's standard building measures and Title 24 requirements. In addition, the proposed project would include photovoltaic (PV) solar panels on roofs.

Water Use. Water and wastewater related greenhouse gas emissions are based on water supply and conveyance, water treatment, water distribution, and wastewater treatment. Each element of the water use cycle has unique energy intensities (kilowatt hours [kWh]/million gallons). Recognizing that the actual energy intensity in each component of the water use cycle will vary by utility, the California Energy Commission (CEC) assumes that approximately 3,950 kWh per million gallons are consumed for water that is supplied, treated, consumed, treated again, and disposed of in northern California.

Solid Waste Disposal. Solid waste generated by the project could contribute to greenhouse gas emissions in a variety of ways. Land filling and other methods of disposal use energy for transporting and managing the waste, and these activities produce additional greenhouse gases to varying degrees. Land filling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 25 times more potent a greenhouse gas than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.

Project Emissions. When calculating greenhouse gas emissions to compare to the thresholds of significance, the BAAQMD recommends that the lead agency consider project design features, attributes, and local development requirements as part of the project as proposed and not as mitigation measures. Consistent with BAAQMD guidance, greenhouse gas emissions were estimated for the proposed project using CalEEMod for the opening year 2023.

Table 4.3.C shows the calculated greenhouse gas emissions associated with the proposed project for year 2023. Mobile source emissions are the largest category, at approximately 65 percent of total CO₂e emissions, followed by energy source emissions at approximately 26 percent of the total. Waste and water source emissions are approximately 8 percent and 1 percent of the total respectively. Additional calculation details are provided in Appendix D.

³⁵ U.S. Department of Energy. 2003. *Buildings Energy Data Book*.

Table 4.3.C: Project Opening Year Unmitigated Greenhouse Gas Emissions (Metric Tons Per Year)

Emissions Source	Project Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Source Emissions	0.0	0.0	0.0	0.0	0
Energy Source Emissions	591.2	0.0	0.0	595.0	26
Mobile Source Emissions	1,492.0	0.1	0.0	1,493.4	65
Waste Source Emissions	74.4	4.4	0.0	184.2	8
Water Source Emissions	21.3	0.2	0.0	26.5	1
Total Emissions	2,178.9	4.6	0.0	2,299.2	100

Source: LSA (November 2018).

As discussed above, according to the BAAQMD, a project would have less-than-significant greenhouse gas emissions if it would meet one or more of the following criteria: result in operational-related greenhouse gas emissions of less than 1,100 metric tons of CO₂e per year; or result in operational-related greenhouse gas emissions of less than 4.6 metric tons of CO₂e per service population (residents plus employees). Based on the analysis results, the proposed project would generate approximately 2,299.2 metric tons of CO₂e, which would exceed the BAAQMD's numeric threshold of 1,100 metric tons CO₂e.

The project would include the construction of a kindergarten through 12th grade school on the campus site and the construction of a sports facility on the sports facility site. In total, the new school campus would serve approximately 2,000 students and include 220 staff. The BAAQMD does not consider students as either a resident or employee for the purposes of determining the service population of a school. The BAAQMD Justification Report³⁶ states the land use efficiency threshold is appropriate for residential or commercial/retail only and mixed-use projects. Accordingly, this analysis assumes the efficiency metric is not appropriate to use with school projects.

As discussed above, the project's greenhouse gas emissions would exceed the BAAQMD's operational-related greenhouse gas emissions threshold of 1,100 metric tons of CO₂e per year. Therefore, the proposed project would make a cumulatively considerable contribution to significant impacts related to greenhouse gas emissions. As noted above, the City's CAP is currently in development and cannot be used as a significance threshold.

Applicable measures recommended in the BAAQMD CEQA Air Quality Guidelines³⁷ and the California Air Pollution Control Officers Association's (CAPCOA) Quantifying Greenhouse Gas

³⁶ Bay Area Air Quality Management District. 2009. *California Environmental Quality Act Guidelines Update Proposed Thresholds of Significance*.

³⁷ Bay Area Air Quality Management District. 2017, op. cit.

Mitigation Measures,³⁸ would be required as included in Mitigation Measure GHG-1a. However, even with implementation of all the measures listed below, the impact would remain significant.

- Mitigation Measure GHG-1a:** Prior to issuance of a building permit, the project applicant shall submit to the Planning Division a Greenhouse Gas Reduction Plan referencing project design details and specifications to document implementation and compliance with the following emission reduction measures. Implementation of the following measures is considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:
- Install programmable thermostat timers and smart meters.
 - Develop Basis of Design (BOD) documents, commissioning plans, and commissioning reports for HVAC systems. Perform functional performance testing and system operations training.
 - Install energy efficient appliances and high-efficiency electric hot water heaters.
 - Convert public-street and area lighting to LED lighting adjacent to the project site.
 - Provide electric vehicle (EV) chargers in parking lots.
 - Implement transportation demand management measures, which could include: implement a school bus program; provide before school and after school activities to disperse drop-off/pick-up activities; encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized “walk pools” and “ride pools”; identification of preferred routes to school, walk and bike gear incentives, and/or other strategies; provide off-set arrival and departure times for different grade ranges to reduce entry and exit conflicts at shared driveways; and encourage carpooling.
 - Provide necessary infrastructure to allow use of 50 percent recycled water for outdoor irrigation.
 - Use water-efficient landscape irrigation systems, reduce turf in landscapes and lawns, and plant native or drought-resistant trees.

³⁸ California Air Pollution Control Officers Association. 2010. *Quantifying Greenhouse Gas Mitigation Measures*. August.

- Prohibit gas powered landscape equipment and install outdoor electrical outlets.
- Use low volatile organic compound (VOC) architectural coatings.
- Require cool roof materials (albedo ≥ 30) or install green roofs or rooftop photovoltaic panels.
- Maximize interior day light.
- Install rainwater collection systems.
- Restrict the use of water for cleaning outdoor surfaces/prohibit systems that apply water to non-vegetated surfaces.
- Plant shade trees within 40 feet of the south side or within 60 feet of the west sides of properties.
- Create new vegetated open space.
- Participate in any recycling and composting services offered through Mt. Diablo Resource Recovery.
- Participate in any food waste and green waste curb-side pickup service offered through Mt. Diablo Resource Recovery. (SU)

As shown in Table 4.3.C above, the proposed project would exceed the BAAQMD's thresholds for operational greenhouse gas emissions. Therefore, Mitigation Measure GHG-1a would be required to reduce the project's emissions to the extent feasible. Table 4.3.D shows the proposed project's operational greenhouse gas emissions with implementation of Mitigation Measure GHG-1a.

**Table 4.3.D: Project Opening Year Mitigated Greenhouse Gas Emissions
(Metric Tons Per Year)**

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Source Emissions	0.0	0.0	0.0	0.0	0
Energy Source Emissions	581.5	0.0	0.0	585.3	31
Mobile Source Emissions	1,263.4	0.1	0.0	1,264.7	63
Waste Source Emissions	18.6	1.1	0.0	46.1	2
Water Source Emissions	19.2	0.1	0.0	23.9	1
Total Operational Emissions	1,882.7	1.3	0.0	1,919.9	100

Source: LSA (November 2018).

Implementation of Mitigation Measure GHG-1a would reduce operational greenhouse gas emissions to the extent feasible; however, as shown in Table 4.3.D, CO₂e emissions would still exceed the BAAQMD numeric threshold of 1,100 metric tons CO₂e per year. Therefore, implementation of Mitigation Measure GHG-1b would be required to offset greenhouse gas emission impacts associated with the project operation for the life of the project (30 years). With implementation of Mitigation Measure GHG-1b, greenhouse gas emission impacts associated with operation of the proposed project would be reduced to a less-than-significant level.

Mitigation Measure GHG-1b: The project applicant shall purchase 14,626 tons in carbon credits from CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR), or other similar carbon credit registry determined to be acceptable by the BAAQMD or the City. Evidence of the purchase shall be provided to the City prior to project occupancy. (LTS)

2035 Project Emissions. Greenhouse gas emissions were also estimated for the proposed project using CalEEMod for the future year 2035.

Table 4.3.E shows the calculated greenhouse gas emissions associated with the proposed project for the year 2035. Mobile source emissions are the largest category, at approximately 623 percent of total CO₂e emissions, followed by energy source emissions at approximately 27 percent of the total. Waste and water source emissions are approximately 10 percent and 1 percent of the total respectively. Additional calculation details are provided in Appendix D.

Table 4.3.E: Year 2035 Unmitigated Greenhouse Gas Emissions (Metric Tons Per Year)

Emissions Source	Project Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Source Emissions	0.0	0.0	0.0	0.0	0
Energy Source Emissions	472.4	0.0	0.0	659.7	28
Mobile Source Emissions	1,115.8	0.1	0.0	1,470.3	63
Waste Source Emissions	74.4	4.4	0.0	184.2	8
Water Source Emissions	19.0	0.2	0.0	24.2	1
Total Operational Emissions	2,217.4	4.7	0.0	2,338.4	100

Source: LSA (November 2018).

As discussed above, a project would have less-than-significant greenhouse gas emissions if it would result in operational-related greenhouse gas emissions of less than 1,100 metric tons of CO₂e per year. As shown in Table 4.3.E, the proposed project would continue to exceed the BAAQMD's numeric threshold of 1,100 metric tons CO₂e in the year 2035.

Applicable measures recommended in the BAAQMD CEQA Air Quality Guidelines³⁹ and the California Air Pollution Control Officers Association's (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures,⁴⁰ would be required as included in Mitigation Measure GHG-1a. Table 4.3.F shows the proposed project's 2035 mitigated operational greenhouse gas emissions.

Table 4.3.F: Year 2035 Mitigated Greenhouse Gas Emissions (Metric Tons Per Year)

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Source Emissions	0.0	0.0	0.0	0.0	0
Energy Source Emissions	468.5	0.0	0.0	472.3	32
Mobile Source Emissions	945.2	0.0	0.0	946.0	64
Waste Source Emissions	18.6	1.1	0.0	46.1	3
Water Source Emissions	8.5	0.1	0.0	13.2	1
Total Operational Emissions	1,440.9	1.2	0.0	1,477.6	100

Source: LSA (November 2018).

Implementation of Mitigation Measure GHG-1a would reduce operational greenhouse gas emissions to the extent feasible; however, as shown in Table 4.3.F, CO₂e emissions would still exceed the BAAQMD numeric threshold of 1,100 metric tons CO₂e per year. With implementation of Mitigation Measure GHG-1b, greenhouse gas emission impacts associated with operation of the proposed project would be reduced to a less-than-significant level. Therefore, Mitigation Measures GHG-1a and GHG-1b would be required to reduce the project's emissions to a less than significant impact.

Consistency with Plans. The City of Pittsburg CAP is currently in development; however the City provides Climate Action pages⁴¹ that summarize Pittsburg's activities in climate action and identify methods that the City and community can implement to reduce greenhouse gas emissions. As identified in the Climate Action pages, the CAP will include strategies related to energy efficiency, renewable energy, transport alternatives, fuel efficiency, resource conservation, and adaptation strategies.

The CAP strategies applicable to the proposed project would include the following: green buildings; energy performance upgrades; energy star appliances; solar power on roofs; bike and pedestrian infrastructure; and electric vehicle infrastructure. The proposed project would be consistent with these strategies as the proposed project would include PV solar panels on roofs and provide pedestrian network improvements and approximately 616 bicycle parking spaces. In addition, in compliance with state and local law, the proposed project would meet Title 24 standards, install energy efficient appliances, low-water landscaping, and provide bicycle parking and EV charging,

³⁹ Bay Area Air Quality Management District. 2017, op. cit.

⁴⁰ California Air Pollution Control Officers Association. 2010, op. cit.

⁴¹ Pittsburg, City of, n.d. *Climate Action Pages*, op. cit.

wiring, and with implementation of Mitigation Measure GHG-1a, the project would include EV parking and a TDM.

As the City CAP is still in development, this analysis evaluates the project's consistency with State plans for reducing greenhouse gas emissions. As discussed above, California's major initiative for reducing greenhouse gas emissions is AB 32, passed by the State legislature on August 31, 2006. This effort aims at reducing greenhouse gas emissions to 1990 levels by 2020. In response to AB 32, California began to address climate change by employing a comprehensive, long-term approach to cut the State's greenhouse gas emissions to 1990 levels by 2020 and to maintain and continue reductions post 2020.

AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must *"identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives"* in order to achieve the 2020 goal, and achieve *"the maximum technologically feasible and cost-effective greenhouse gas emission reductions"* by 2020 and maintain and continue reductions beyond 2020.

The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be constructed to CalGreen Building Code standards, and would include PV solar panels on roofs. Therefore, the proposed project would not conflict with energy efficient measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions. The proposed project would comply with the Cal Green Building Code standards and would include low-flow urinals and plumbing fixtures, drought-tolerant landscaping, and other features that would reduce water demand. In addition, all fields at the proposed sports facility would utilize artificial turf and would not require regular watering. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional greenhouse gas emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The proposed project would include a bicycle and pedestrian connection along Harbor Street between the 8th Street Greenbelt, which borders the campus site to the south, and the waterfront along the north side of the sports facility site, as well as bicycle parking areas and pedestrian access throughout the campus site. The project would promote initiatives to reduce vehicle trips and vehicle miles traveled and would increase the use of alternate means of transportation. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

A summary of the proposed project's consistency with the 2035 Scoping Plan's mitigation measures identified in Appendix B of the 2017 Scoping Plan is shown in Table 4.3.G below.

**Table 4.3.G: Project Consistency with Applicable 2017 Scoping Plan
Appendix B Measures**

2017 Scoping Plan Appendix B Measures	Project Consistency
Comply with lead agency's standards for mitigating transportation impacts under SB 743.	<i>Consistent with implementation of Mitigation Measures GHG-1a and TRA-16.</i> With implementation of Mitigation Measures GHG-1a and TRA-16, the proposed project would include a TDM plan which could include: implement a school bus program; provide before school and after school activities to disperse drop-off/pick-up activities; encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized "walk pools" and "ride pools", identification of preferred routes to school, walk and bike gear incentives, and/or other strategies; provide off-set arrival and departure times for different grade ranges of reduce entry and exit conflicts at shared driveways; and encourage carpooling..
Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals.	<i>Consistent with implementation of Mitigation Measure GHG-1a.</i> With implementation of Mitigation Measure GHG-1a, the proposed project would include EV parking.
Allow for new construction to install fewer on-site parking spaces than required by local municipal building code, if appropriate.	<i>Consistent with implementation of Mitigation Measures GHG-1a and TRA-16.</i> With implementation of Mitigation Measures GHG-1a and TRA-16, the proposed project would include a TDM plan, which could include: implement a school bus program; provide before school and after school activities to disperse drop-off/pick-up activities; encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized "walk pools" and "ride pools", identification of preferred routes to school, walk and bike gear incentives, and/or other strategies; provide off-set arrival and departure times for different grade ranges of reduce entry and exit conflicts at shared driveways; and encourage carpooling.

**Table 4.3.G: Project Consistency with Applicable 2017 Scoping Plan
Appendix B Measures**

2017 Scoping Plan Appendix B Measures	Project Consistency
Dedicate on-site parking for shared vehicles.	Consistent with implementation of Mitigation Measures GHG-1a and TRA-16. With implementation of Mitigation Measures GHG-1a and TRA-16, the proposed project would include a TDM plan, which could include: implement a school bus program; provide before school and after school activities to disperse drop-off/pick-up activities; encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized "walk pools" and "ride pools", identification of preferred routes to school, walk and bike gear incentives, and/or other strategies; provide off-set arrival and departure times for different grade ranges of reduce entry and exit conflicts at shared driveways; and encourage carpooling.
Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects.	Consistent. The proposed project would include bicycle parking areas throughout the campus site.
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan.	Consistent. The proposed project would include a bicycle and pedestrian connection between the 8th Street Greenbelt, which borders the Campus Site to the north, to the waterfront along the Sports Complex, which would be constructed along Harbor Street as well as bicycle parking areas and pedestrian access throughout the campus site.
Require on-site renewable energy generation.	Consistent. The proposed project would include PV solar panels on roofs.
Require cool roofs and "cool parking" that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	Consistent with implementation of Mitigation Measure GHG-1a. With implementation of Mitigation Measure GHG-1a, the proposed project would incorporate cool roof materials (albedo ≥ 30) or install green roofs.
Require solar-ready roofs.	Consistent. The proposed project would include PV solar panels on roofs.
Require organic collection in new developments.	Consistent with implementation of Mitigation Measure GHG-1a. With implementation of Mitigation Measure GHG-1a, the proposed project would install rainwater collection systems.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Consistent. The proposed project would include new low-water landscaping and trees throughout the project site. In addition, with implementation of Mitigation Measure GHG-1a, the proposed project would provide necessary infrastructure to allow use of 50 percent recycled water for outdoor irrigation, adopt a water conservation strategy, use water-efficient landscape irrigation systems, reduce turf in landscapes and lawns, and plant native or drought-resistant trees.
Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.	Not Consistent. The proposed project would not achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.

**Table 4.3.G: Project Consistency with Applicable 2017 Scoping Plan
Appendix B Measures**

2017 Scoping Plan Appendix B Measures	Project Consistency
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	Consistent. The proposed project would be constructed to Title 24 Part 6 and CalGreen Building Code standards.
Require the design of bike lanes to connect to the regional bicycle network.	Consistent. The proposed project would include a bicycle and pedestrian connection between the 8th Street Greenbelt, which borders the Campus Site to the north, to the waterfront along the Sports Complex, which would be constructed along Harbor Street, as well as bicycle parking areas and pedestrian access throughout the campus site.
Expand urban forestry and green infrastructure in new land development.	Consistent. The proposed project would include new low-water landscaping and trees throughout the project site.
Require a transportation management plan for specific plans which establishes a numeric target for non-SOV travel and overall VMT.	Consistent with implementation of Mitigation Measures GHG-1a and TRA-16. With implementation of Mitigation Measures GHG-1a and TRA-16, the proposed project would include a TDM plan which could include: implement a school bus program; provide before school and after school activities to disperse drop-off/pick-up activities; encourage students who live in close proximity to the campus to walk or ride bikes to school, through the use of organized "walk pools" and "ride pools", identification of preferred routes to school, walk and bike gear incentives, and/or other strategies; provide off-set arrival and departure times for different grade ranges of reduce entry and exit conflicts at shared driveways; and encourage carpooling..
Require the design of bus stops/shelters/express lanes in new developments to promote the usage of mass-transit.	Consistent with implementation of Mitigation Measures GHG-1a and TRA-16. With implementation of Mitigation Measures GHG-1a and TRA-16, the proposed project would include a TDM plan, which could include the implementation of a school bus program.
Require electric vehicle charging station (Conductive/inductive) and signage for non-residential developments.	Consistent with implementation of Mitigation Measure GHG-1a. With implementation of Mitigation Measure GHG-1a, the proposed project would include EV parking.
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.	Consistent with implementation of Mitigation Measure GHG-1a. With implementation of Mitigation Measure GHG-1a, the proposed project would prohibit gas powered landscape equipment and install outdoor electrical outlets.
Require the use of energy-efficient lighting for all street, parking, and area lighting.	Consistent with implementation of Mitigation Measure GHG-1a. With implementation of Mitigation Measure GHG-1a, the proposed project would convert public-street and area lighting to LED lighting adjacent to the project site.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	Consistent. The proposed project would include new low-water landscaping and trees throughout the project site.
Incorporate water retention in the design of parking lots and landscaping, including using compost/mulch.	Consistent. The proposed project would include new low-water landscaping and trees throughout the project site.

**Table 4.3.G: Project Consistency with Applicable 2017 Scoping Plan
Appendix B Measures**

2017 Scoping Plan Appendix B Measures	Project Consistency
Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district.	Consistent with implementation of Mitigation Measure GHG-1b. With implementation of Mitigation Measure GHG-1b, the project applicant would purchase 14,626 tons in carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the BAAQMD.
Require the project to purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district.	Consistent with implementation of Mitigation Measure GHG-1b. With implementation of Mitigation Measure GHG-1b, the project applicant would purchase 14,626 tons in carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the BAAQMD.
Encourage the applicant to consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement its off-site mitigation measure for GHG emissions and that will facilitate the State's efforts in achieving the GHG emission reduction goal.	Consistent with implementation of Mitigation Measure GHG-1b. With implementation of Mitigation Measure GHG-1b, the project applicant would purchase 14,626 tons in carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the BAAQMD.

Source: LSA (November 2018).

The proposed project would not conflict with applicable Statewide action measures. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

4.3.2.3 Cumulative Impacts

Cumulative impacts are the collective impacts of one or more past, present, or future projects, that when combined, result in adverse changes to the environment. Climate change is a global environmental problem in which: (a) any given development project contributes only a small portion of any net increase in greenhouse gases and (b) global growth is continuing to contribute large amounts of greenhouse gases across the world. Land use projects may contribute to the phenomenon of global climate change in ways that would be experienced worldwide, and with some specific effects felt in California. However, no scientific study has established a direct causal link between individual land use project impacts and global warming.

The analysis of impacts related to greenhouse gas is inherently cumulative. The proposed project would have less-than-cumulatively considerable construction greenhouse gas emissions. In addition, the proposed project would not conflict with applicable Statewide action measures. However, as discussed above the project's operational-related greenhouse gas emissions would exceed the

BAAQMD's numeric threshold of 1,100 metric tons CO₂e per year. Implementation of Mitigation Measure GHG-1a would reduce operational greenhouse gas emissions to the extent feasible; while Mitigation Measure GHG-1b would require the purchase of emission offsets to reduce operational emissions for the life of the project. Greenhouse gas emission impacts associated with operation of the proposed project would be less than significant with implementation of Mitigation Measures GHG-1a and GHG-1b; therefore, the cumulative impact would not be cumulatively considerable.

4.4 NOISE

This section describes existing noise and vibration conditions, sets forth criteria for determining the significance of noise and vibration impacts and estimates the likely noise and vibration impacts that would result from construction and operation of the proposed project. Mitigation measures are identified, as necessary, to address significant environmental impacts.

4.4.1 Setting

This section describes the fundamentals of noise and vibration, summarizes the regulatory framework, and describes the existing noise environment of the project site and its vicinity.

4.4.1.1 Characteristics of Sound

Noise is generally defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is the number of complete vibrations or cycles per second of a wave that results in the range of tone from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment, and it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effects on adjacent sensitive land uses.

Measurement of Sound. Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. Table 4.4.A contains a list of typical acoustical terms and definitions. Figure 4.4-1 shows representative outdoor and indoor noise levels in units of dBA.

A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the

sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

Table 4.4.A: Definitions of Acoustical Terms

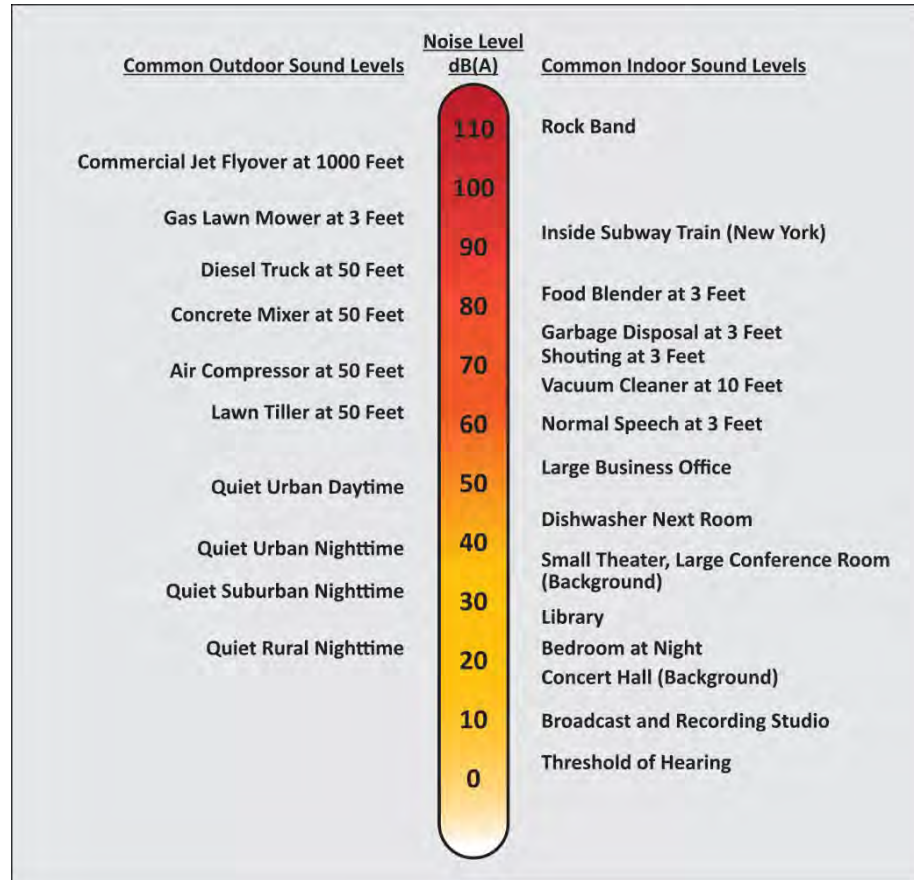
Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. 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. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01} , L_{10} , L_{50} , L_{90}	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of five decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that 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.

Source: Harris, Cyril. *Handbook of Acoustical Measurements and Noise Control* (1998).

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} , the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined

as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours. Typical A-weighted sound levels from various sources are described in Figure 4.4-1.

Figure 4.4-1: Typical A-Weighted Sound Levels



Source: Compiled by LSA (2016).

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of maximum levels denoted by L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions, and addresses the annoying aspects of intermittent noise.

Noise standards in terms of percentile exceedance levels, L_n , are often used together with the L_{max} for noise enforcement purposes. When specified, the percentile exceedance levels are not to be exceeded by an offending sound over a stated time period. For example, the L_{10} noise level represents the level exceeded ten percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time

it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the lowest noise level experienced during a monitoring period. It is normally referred to as the background noise level. For a relatively steady noise, the measured L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 dBA or greater, since, as described earlier, this level of noise change has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dBA. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dBA that are inaudible to the human ear. A change in noise level of at least 5 dBA would be required before any noticeable change in human response would be expected and a 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise. The effects of noise on people can also be described in three categories: annoyance, interference with activities such as speech or sleep, and physiological effects such as hearing loss. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the ear, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling.

Unwanted community effects of noise occur at levels much lower than those that cause hearing loss and other health effects. Noise annoyance occurs when it interferes with sleeping, conversation, and noise-sensitive work, including learning or listening to the radio, television, or music. According to World Health Organization (WHO) noise studies, few people are seriously annoyed by daytime activities with noise levels below 55 dBA, or are only moderately annoyed with noise levels below 50 dBA.¹

4.4.1.2 Characteristics of Groundborne Vibration

Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. As the vibration propagates from the foundation throughout the remainder of the building, the vibration of floors and walls may cause perceptible vibration from the rattling of windows or a rumbling noise. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. When assessing annoyance from groundborne noise, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. To distinguish vibration levels from noise levels, the unit is written as "VdB." Human perception to vibration starts at levels as low as 67 VdB and sometimes lower.

¹ World Health Organization. 1999. *Guidelines for Community Noise*.

Annoyance due to vibration in residential settings starts at approximately 70 VdB. Groundborne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of the building, the motion does not provoke the same adverse human reaction.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). Common sources of groundborne vibration include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Typical vibration source levels from construction equipment are shown in Table 4.4.B.

Table 4.4.B: Typical Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 feet (in/sec)	Approximate VdB at 25 feet
Pile Driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile Driver (sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	In soil	0.008	66
	In rock	0.017	75
Vibratory roller		0.210	94
Hoe ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration. *Transit Noise and Vibration Impact Assessment*. (May 2006).

4.4.1.3 Noise Regulatory Framework

The following section provides brief discussions of the federal, State, and local regulatory framework related to noise.

Federal Regulations. In 1972 Congress enacted the Noise Control Act. This act authorized the U.S. Environmental Protection Agency (USEPA) to publish descriptive data on the effects of noise and establish levels of sound “requisite to protect the public welfare with an adequate margin of safety.” These levels are separated into health (hearing loss levels) and welfare (annoyance levels), as shown in Table 4.4.C. The USEPA cautions that these identified levels are not standards because they do not take into account the cost or feasibility of the levels.

For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to an $L_{eq}(24)$ of 70 dBA. The “(24)” signifies an L_{eq} duration of 24 hours. The USEPA activity and interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels are below 55 dBA and 45 dBA, respectively.

Table 4.4.C: Summary of USEPA Noise Levels

Effect	Level	Area
Hearing loss	$L_{eq}(24) \leq 70$ dB	All areas.
Outdoor activity interference and annoyance	$L_{dn} \leq 55$ dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{eq}(24) \leq 55$ dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	$L_{eq} \leq 45$ dB	Indoor residential areas.
	$L_{eq}(24) \leq 45$ dB	Other indoor areas with human activities such as schools, etc.

Source: U.S. Environmental Protection Agency. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (March 1974).

The noise effects associated with an outdoor L_{dn} of 55 dBA are summarized in Table 4.4.D. At 55 dBA L_{dn} , 95 percent sentence clarity (intelligibility) may be expected at 11 feet, and no substantial community reaction. However, 1 percent of the population may complain about noise at this level and 17 percent may indicate annoyance.

Table 4.4.D: Summary of Human Effects in Areas Exposed to 55 dBA L_{dn}

Type of Effect	Magnitude of Effect
Speech – Indoors	100 percent sentence intelligibility (average) with a 5 dB margin of safety.
Speech – Outdoors	100 percent sentence intelligibility (average) at 0.35 meter.
	99 percent sentence intelligibility (average) at 1.0 meter.
	95 percent sentence intelligibility (average) at 3.5 meters.
Average Community Reaction	None evident; 7 dB below level of significant complaints and threats of legal action and at least 16 dB below “vigorous action.”
Complaints	1 percent dependent on attitude and other non-level related factors.
Annoyance	17 percent dependent on attitude and other non-level related factors.
Attitude Towards Area	Noise essentially the least important of various factors.

Source: U.S. Environmental Protection Agency. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (March 1974).

State of California. The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. The “State Noise Insulation Standard” requires noise-sensitive land uses to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the building. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors

and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

The State has also established land use compatibility guidelines for determining acceptable noise levels for specified land uses.

City of Pittsburg General Plan. The City of Pittsburg addresses noise in the Noise Element of the General Plan.² The Noise Element contains a description of various noise level increases and their respective perception, specifically at residential uses, in terms of potential impacts:

- A one (1) dBA change or less is not perceptible.
- A three (3) dBA change is considered barely perceptible
- A five (5) dBA change is considered noticeable, thus often resulting in a potential impact.

The Noise Element of the General Plan also provides goals and policies work to protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by preventing increased noise levels in the future; encourage criteria such as building design and orientation, wider setbacks, and intense landscaping in lieu of sound walls to mitigate traffic noise along all major corridors; and continue efforts to incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses. The Noise Element also sets noise exposure land use compatibility standards, as shown in Table 4.4.E below. The following policies from the Noise Element would be applicable to the proposed project.

- Policy 12-P-1: As part of development review, use Table 4.4.E to determine acceptable uses and installation requirements in noise-impacted areas.

Table 4.4.E is based on land use and noise exposure compatibility levels in Appendix A of the State of California General Plan Guidelines. The table is consistent with the provision of State law that requires special noise insulation for new multi-family housing units within 60 dB L_{dn} noise exposure contours. The table's land use categories do not correspond to the land use classifications on the General Plan Land Use Diagram, but to actual uses in development projects.

- Policy 12-P-4: Require noise attenuation programs for new development exposed to noise above normally acceptable levels. Encourage noise attenuation programs that avoid visible sound walls.
- Policy 12-P-5: Require that applicants for new noise-sensitive development, such as schools, residences, and hospitals, in areas subject to noise generators producing noise levels greater

² Pittsburg, City of. 1988. *General Plan Pittsburg 2020: A Vision for the 21st Century. Noise Element.*

than 65 dB CNEL, obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures.

- Policy: 12-P-6 Ensure that new noise-sensitive uses, including schools, hospitals, churches, and homes, in areas near roadways identified as impacting sensitive receptors by producing noise levels greater than 65 dB CNEL, incorporate mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL.

Table 4.4.E: Exterior Day/Night Noise Levels DNL or L_{dn} , dB

Land Use Category	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Homes						
Residential – Multiple Family						
Transient Lodging – Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concerts, Halls, Amphitheaters						
Sports Area, Outdoor Spectator Sports						
Playgrounds, Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing						

Source: City of Pittsburg (1988).

Normally Acceptable		Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements
Conditionally Acceptable		New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.
Normally Unacceptable		New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable		New construction or development clearly should not be undertaken.

- Policy 12-P-7: Require the control of noise at the source through site design, building design, landscaping, hours of operation, and other techniques, for new development deemed to be noise generators.
- Policy: 12-P-8: Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.
- Policy: 12-P-9: Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.
- Policy: 12-P-10: Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.

City of Pittsburg Municipal Code. The City of Pittsburg also addresses noise in the Municipal Code.³ The City of Pittsburg's Noise Ordinance (Title 9 - Public Peace, Safety and Morals, Chapter 9.44 - Noise, Section 9.44.010) prohibits the use of pile drivers, pneumatic hammers, and similar equipment between the hours of 10:00 p.m. and 7:00 a.m., but does not establish noise-level limits related to fixed noise sources or construction noise.

The City's Building and Construction Ordinance (Title 15 – Buildings and Construction, Chapter 15.88 – Grading, Erosion and Sediment Control, Section 15.88.060.A.5) prohibits grading noise, including warming of equipment motors, within 1,000 feet of a residence between the hours of 5:30 p.m. and 7:00 a.m. weekdays, unless other hours are approved by the City Engineer.

The City's Performance Standards For All Uses (Title 18 – Zoning, Chapter 18.82 – Noise, Section 18.82.040B) states that no construction event or activity occurring on any site adjoining a lot located in an R, residential PD or GQ district shall generate loud noises in excess of 65 decibels measured at the property line, except between the hours of 8:00 a.m. and 5:00 p.m.

City of Pittsburg Vibration Standards. The City of Pittsburg does not have established specific vibration impact criteria; therefore, during construction the FTA criteria presented above will be utilized to assess potential damage and human annoyance.

4.4.1.4 Existing Noise Environment

The ambient noise environment in the City of Pittsburg is affected by a variety of noise sources, including auto traffic on arterial streets and State Route 4 as well as railroad pass-bys. As indicated in the Noise Element, noise produced by industrial facilities has an insignificant effect on the City's noise environment. The following section describes the existing noise environment and identifies the primary noise sources in the vicinity of the project site.

³ Pittsburg, City of. 2018. *Pittsburg Municipal Code. Chapter 9.44 Noise*. April 16.

Existing Ambient Monitored Noise Levels. To assess existing noise levels, LSA conducted noise monitoring to establish the existing ambient noise environment at the project site. Four short-term (15-minute) and one long-term (24-hour) noise measurements were conducted at the project site from July 10, 2018 to July 11, 2018. Noise measurement data collected during the noise monitoring area summarized in Table 4.4.F. As shown in Table 4.4.F, the short-term noise measurements indicate that ambient noise in the project site vicinity ranges from approximately 44.8 dBA to 56.1 dBA L_{eq} . The long-term measurement resulted in a daily noise level of 65.0 dBA L_{dn} . Vehicle traffic on 3rd Street and Harbor Street was reported as the primary noise source. The meteorological data conditions at the time of the noise monitoring are shown in Table 4.4.G. Noise measurement sheets are provided in Appendix G.

Table 4.4.F: Short-Term Ambient Noise Monitoring Results, dBA

Location Number	Location Description	Start Time	L_{eq}/L_{dn} ^a	L_{max} ^b	L_{min} ^c	Primary Noise Sources
ST-1	On parcel south of 3rd Street, on northwest corner of lot near LT-1	10:31 a.m.	56.1	69.8	41.9	Vehicle traffic on 3rd Street
ST-2	On parcel south of 3rd Street on northeast corner of lot near 3rd Street and Harbor Street intersection	10:51 a.m.	52.1	67.2	43.1	Vehicle traffic on 3rd Street
ST-3	On parcel south of 3rd Street on southwest corner of lot near 8th Street	11:15 a.m.	44.8	58.2	38.2	Traffic on Harbor Street. Birds chirping in trees at neighboring residential properties. Some construction on 8th Street audible.
ST-4	On parcel north of 3rd Street on southwest corner near 3rd Street and Riverway intersection	11:42 a.m.	53.3	63.5	40.8	Vehicle traffic on 3rd Street
LT-1	On north gate of parcel immediately south of 3rd Street	10:17 a.m.	67.0/ 65.0	74.2	47.1	Vehicle traffic on 3rd Street

Source: LSA (July 2018).

^a L_{eq} represents the average of the sound energy occurring over the measurement time period for the short-term noise measurements. L_{dn} is the day/night noise level which is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

^b L_{max} is the highest sound level measured during the measurement time period.

^c L_{min} is the lowest sound level measured during the measurement time period.

Table 4.4.G: Meteorological Conditions During Ambient Noise Monitoring

Location Number	Average Wind Speed (mph)	Maximum Wind Speed (mph)	Temperature (°F)	Humidity (%)
ST-1	1.9	5.6	84.4	21
ST-2	3.2	8.1	89.5	21
ST-3	1.7	5.9	90.3	17
ST-4	2.0	5.8	90.1	79

Source: LSA (July 2018).

Existing Traffic Noise. Motor vehicles with their distinctive noise characteristics are a major source of noise in Pittsburg. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Major contributing roadway noise sources in the City include State Route 4, Port Chicago Highway, Pittsburg-Antioch Highway, Bailey Road, Willow Pass Road, East Leland Road, Railroad Avenue, Buchanan Road, Harbor Street, and Loveridge Road.

Existing highway and roadway traffic noise levels in the project area were assessed using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108). This model uses a typical vehicle mix for urban/suburban areas in California and requires parameters, including traffic volumes, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the day-night average level (L_{dn}) values. Existing traffic noise contours along modeled roadway segments are shown in Table 4.4.H. Appendix H provides the specific assumptions used in developing these noise levels and model printouts.

Table 4.4.H: Existing Traffic Noise Levels

Roadway Segment	Average Daily Trips	Centerline to 70 dBA L_{dn} (feet)	Centerline to 65 dBA L_{dn} (feet)	Centerline to 60 dBA L_{dn} (feet)	L_{dn} (dBA) 50 Feet From Outermost Lane
Third Street - west of Harbor Street	2,370	< 50	< 50	< 50	54.5
Third Street - east of Harbor Street	8,390	< 50	< 50	56	60.0
Railroad Avenue - south of 3rd Street	1,910	< 50	< 50	< 50	57.0
Railroad Avenue - north of California Avenue/SR 4 WB Ramp	21,130	< 50	84	176	65.9
Railroad Avenue - north of SR 4 EB Ramp	21,550	< 50	85	178	66.0
Harbor Street - south of 3rd Street	2,490	< 50	< 50	< 50	58.2
Harbor Street - north of 10th Street	4,520	< 50	< 50	67	59.2
Harbor Street - south of 10th Street	8,620	< 50	< 50	99	62.0
Pittsburg- Antioch Highway - east of Harbor Street	4,390	< 50	< 50	76	62.0
Third Street - east of project driveway	1,770	< 50	< 50	< 50	53.2
Third Street - west of project driveway	1,770	< 50	< 50	< 50	53.2
Harbor Street - north of north project driveway	1,770	< 50	< 50	< 50	56.7
Harbor Street - between north project driveway and middle project driveway	1,770	< 50	< 50	< 50	56.7
Harbor Street - between middle project driveway and south project driveway	1,770	< 50	< 50	< 50	56.7
Harbor Street - south of south project driveway	1,770	< 50	< 50	< 50	56.7

Source: Compiled by LSA (August 2018).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

Shaded cells indicate roadways adjacent to the project site.

ADT = average daily traffic

L_{dn} = Day/Night Noise Level

dBA = A-weighted decibels

Existing Aircraft Noise. The closest airport to the project site is Buchanan Field Airport, which is located approximately 10 miles southwest of the project site. In addition, Oakland International Airport is located approximately 27 miles southwest of the project site. Due to the distance of the project site to from these airports, the project site lies beyond the 55 dBA CNEL noise contours of each of these airports. Thus, aircraft activities are not a significant noise source at the project site.

Existing Sensitive Land Uses. Certain land uses are considered more sensitive to noise than others. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. To the east, the project site is bounded by Harbor Street, industrial uses, including automobile repair services, shipping and receiving, and an energy substation. Further east are additional industrial uses, including a large steel manufacturing plant. To the south, the project site is bounded by the 8th Street Greenbelt, a 10-block linear park owned by the City, and East 8th Street. Further south are residential, commercial, and light industrial uses, as well as Burlington Northern Santa Fe (BNSF) railroad tracks. To the west, the project site is bounded by residential uses, as well as the City's Old Town District. The closest sensitive receptors to the campus site are the single family residences along Avalon Circle and Avalon Drive, which are located immediately west of the campus site, approximately 70 feet from the proposed buildings and playfield. The closest sensitive receptors to the sports facility site are the single family residences located on Riverway Drive, which are located immediately west of the sports facility site boundary.

4.4.2 Impacts and Mitigation Measures

This section discusses potential noise and vibration impacts that could result from implementation of the proposed project. The section begins with the criteria of significance, which establish the thresholds used to determine whether an impact is significant. The latter part of this section presents the impacts associated with implementation of the proposed project and identifies mitigation measures, as appropriate.

4.4.2.1 Criteria of Significance

The project would have a significant impact on noise if it would result in:

- Exposure of people to or generate noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- The location of a project 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, so that the project would result in exposure of people residing or working in the project area to excessive noise levels;

- The location of a project within the vicinity of a private airstrip, so that the project would expose people residing or working in the project area to excessive noise levels; or
- Contribute to cumulative noise impacts in the area.

4.4.2.2 Project Impacts

The following section discusses the potential noise and vibration impacts associated with implementation of the proposed project.

Applicable Noise Level Standards. The City sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for school land uses is up to 70 dBA L_{dn} . Noise levels of 60 dBA to 70 dBA L_{dn} are considered conditionally acceptable when a detailed analysis of noise reduction requirements and noise insulation features are included in the design to meet the interior noise standard. Noise levels of 70 to 80 dBA L_{dn} are considered normally unacceptable and require a detailed analysis of noise reduction requirements. Noise levels above 80 dBA L_{dn} are considered clearly unacceptable and new development generally should not be undertaken. The normally acceptable interior noise level for school land uses is 45 dBA L_{dn} .

As shown in Table 4.4.F, the dominant source of noise in the project vicinity is associated with vehicle traffic noise on 3rd Street and Harbor Street. The long-term noise measurement indicates that ambient noise at the project site is approximately 65.0 dBA L_{dn} . According to the City's land use compatibility standards, this land use may be permitted only after detailed analysis of the noise reduction features proposed to be incorporated in the building design. A detailed interior and exterior noise analysis is provided below.

Impact NOI-1: The proposed project would locate school land uses in an area that is considered a conditionally acceptable noise environment based on the City's Noise and Land Use Compatibility Guidelines for school land uses. (S)

Interior Noise Analysis. Based on the USEPA's Protective Noise Levels,⁴ with a combination of walls, doors, and windows, standard construction for Northern California buildings (STC-24 to STC-28) would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. With windows open, the buildings would not meet the City's normally acceptable interior noise standard of 45 dBA L_{dn} (i.e., 65.0 dBA – 15 dBA = 50.0 dBA). Therefore, an alternate form of ventilation, such as an air-conditioning system, would be required to ensure that windows can remain closed for a prolonged period of time. A ventilation system would reduce noise levels for students and faculty with windows closed and would meet the City's normally acceptable interior noise level criterion of 45 dBA (i.e., 65.0 dBA – 25 dBA = 40.0 dBA). Therefore, the City should verify that buildings include fresh air ventilation. Implementation of the heating, ventilation, and air conditioning (HVAC) system would allow windows to remain closed in order to reduce interior noise levels by 25 dBA, resulting in interior

⁴ U.S. Environmental Protection Agency. 1978. *Protective Noise Levels, Condensed Version of EPA Levels Document*. November.

noise levels of 40.0 dBA L_{dn} , which would meet the City's interior noise standard of 45 dBA L_{dn} . Mitigation Measure NOI-1 below would include modifications to ensure that buildings would comply with the City's noise and land use compatibility standards and reduce interior noise impacts to a less-than-significant level.

- Mitigation Measure NOI-1:** Building design shall implement the following measures in order to reduce interior noise impacts in compliance with State noise standards:
- In order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all buildings.
 - All windows and glass doors shall be rated STC 24 or higher such that the noise reduction provided will satisfy the interior noise standard of 45 dBA CNEL.
 - All vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct. (LTS)

Implementation of Mitigation Measure NOI-1 would ensure that interior noise levels would be reduced to 45 dBA or less and would be acceptable under the State's land use compatibility standards. Therefore, this impact would be less than significant.

Exterior Noise Analysis. As identified above, noise levels on the project site would be approximately 65 dBA L_{dn} . Based on the City's noise and land use compatibility standards, this noise level is within the City's conditionally acceptable noise level of 60 to 70 dBA L_{dn} for school land uses. According to the City's guidelines, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. This EIR provides the required detailed analysis. As discussed above, with Mitigation Measure NOI-1, the existing on-site noise level would meet the City's exterior noise level standards if noise reduction requirements and noise insulation features are included in the design to meet the interior noise standard. No exterior noise shielding is required because noise levels are conditionally acceptable and a study of noise has been done.

Groundborne Vibration and Groundborne Noise. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs

when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration include trains, construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when it occurs within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The campus project site is located approximately 100 feet west of the BNSF railroad tracks and the closest proposed buildings would be located approximately 200 feet west of the BNSF railroad tracks. At this distance, it is not expected that the proposed project would expose students to significant groundborne vibration. In addition, the streets surrounding the project site are paved, smooth, and unlikely to cause significant groundborne vibration. The rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is therefore assumed that no such train or vehicular vibration impacts would occur and, therefore, no vibration impact analysis of trains or on-road vehicles is necessary. Additionally, once constructed, the proposed project would not contain uses that would generate groundborne vibration. Therefore, this impact would be less than significant.

Construction Vibration. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment⁵ guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 4.4.I shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table 4.4.I, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne vibration would result in potential annoyance to residents and workers, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of

⁵ Federal Transit Administration. 2006. Office of Planning and Environment. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. May.

residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_v \text{ dB (D)} = L_v \text{ dB (25 ft)} - 30 \log (D/25)$$

$$\text{PPV}_{\text{equip}} = \text{PPV}_{\text{ref}} \times (25/D)^{1.5}$$

Table 4.4.I: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 feet	
	PPV (in/sec)	L _v (VdB) ^a
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

^a RMS vibration velocity in decibels (VdB) is 1 µin/sec.

µin/sec = micro-inches per second

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. The closest residential structures are located 30 feet from the construction boundary. Based on distance attenuation, the closest residences would experience vibration levels of up to 85 VdB (0.068 PPV [in/sec]). This vibration level at the closest residential structures from construction equipment would not exceed the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage. The vibration level of a bulldozer nearest to the closest residence is only slightly higher than the FTA's "barely perceptible" human response criteria of 0.04 PPV for transient sources of vibration events. Although construction vibration levels at residential uses would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed. In addition, these vibration levels would occur only sporadically during grading, when bulldozers are used at the property line nearest to the closest sensitive receptor. Therefore, groundborne vibration impacts from construction activities associated with the proposed project would be considered less than significant.

Permanent Increase in Ambient Noise. The following section addresses possible noise level increases in the project vicinity resulting from implementation of the proposed project. The City considers a 5 dBA increase to be a significant increase in ambient noise. A 3 dBA increase in ambient noise is significant if it would result in ambient noise going from conditionally acceptable levels to unacceptable levels.

Traffic Noise. To assess traffic noise impacts, the traffic noise levels along major roadway segments within the project site vicinity were projected using FHWA modeling to predict traffic noise level conditions. FHWA modeling was based on existing traffic conditions as documented in Section 4.1, Transportation and Circulation. FHWA modeling results are summarized in Table 4.4.J. The table includes projected traffic noise levels measured at 50 feet from the centerline of the outermost traveled lane along the modeled roadway segments. The model does not account for existing sound walls or terrain features that could reduce traffic noise levels at adjacent land uses, but rather assumes a worst-case direct line-of-sight over hard surface to the modeled traffic noise sources. Appendix H provides the specific assumptions used in developing these noise levels and model printouts.

The largest increase in traffic-related noise as a result of the proposed project would be on Third Street and Harbor Street adjacent to the project site, with up to a 3.8 dBA increase under Existing Plus Project conditions and Near Term Plus Project conditions and up to a 3.6 dBA increase under Cumulative Plus Project conditions. The resulting noise levels along Third Street would be 57.0 dBA L_{dn} under Existing Plus Project conditions and Near Term Plus Project conditions and 57.1 dBA L_{dn} under Cumulative Plus Project conditions. This noise level increase would exceed the 3 dBA increase considered to be perceptible by the human ear in an outdoor environment; however, the resulting noise levels would be within the normally acceptable exterior noise level for school and residential land uses. The resulting noise levels along Harbor Street would be 60.5 dBA L_{dn} under Existing Plus Project conditions, 60.6 dBA L_{dn} under Near Term Plus Project conditions, and 60.8 dBA L_{dn} under Cumulative Plus Project conditions. This noise level increase would exceed the 3 dBA increase considered to be perceptible by the human ear in an outdoor environment; however the resulting noise levels would be within the normally acceptable exterior noise level for school land uses. In addition, as discussed above, the City's Noise Element contains a description of various noise level increases and their respective perception in terms of potential impacts. As identified in the Noise Element, a 3 dBA change is barely perceptible and a 5 dBA change is considered noticeable, thus often resulting in a potential impact. Therefore, traffic-related on-site noise impacts would be less than significant and no mitigation measures are required.

In addition, the largest increase in traffic-related noise at off-site roadway segments would be on Third Street east of Harbor Street, with up to a 1.1 dBA increase under Existing Plus Project conditions and Near Term Plus Project conditions and up to a 1.0 dBA increase under Cumulative Plus Project conditions. In addition, Harbor Street north of 10th Street would have a 1.1 dBA increase under Existing Plus Project conditions and a 1.0 dBA increase under Near Term Plus Project conditions and Cumulative Plus Project Conditions. The resulting noise levels on Third Street would be 61.1 dBA L_{dn} under Existing Plus Project conditions, 61.2 dBA L_{dn} under Near Term Plus Project conditions, and 61.5 dBA L_{dn} under Cumulative Plus Project conditions.

The resulting noise levels on Harbor Street would be 60.3 dBA L_{dn} under Existing Plus Project conditions, 60.4 dBA L_{dn} under Near Term Plus Project conditions, and 60.8 dBA L_{dn} under Cumulative Plus Project conditions. These noise level increases would be below the 3 dBA increase considered to be perceptible by the human ear in an outdoor environment and would be within the normally acceptable exterior noise level for school land uses and within the conditionally acceptable exterior noise level for residential land uses. Therefore, traffic-related off-site noise impacts would be less than significant and no mitigation measures are required.

Table 4.4.J: Existing and Cumulative Traffic Noise Levels Without and Plus Proposed Project

Roadway Segment	Existing Traffic Volumes					Near-Term Traffic Volumes					Cumulative Traffic Volumes				
	No Project		Plus Project			No Project		Plus Project			No Project		Plus project		
	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Third Street - west of Harbor Street	2,370	54.5	4,800	57.5	3.0	2,440	54.6	4,870	57.6	3.0	2,690	55.0	5,120	57.8	2.8
Third Street - east of Harbor Street	8,390	60.0	10,820	61.1	1.1	8,620	60.1	11,050	61.2	1.1	9,530	60.5	11,960	61.5	1.0
Railroad Avenue - south of 3rd Street	1,910	57.0	2,047	57.3	0.3	1,970	57.1	2,107	57.4	0.3	2,180	57.6	2,317	57.8	0.2
Railroad Avenue - north of California Avenue/SR 4 WB Ramp	21,130	65.9	21,267	66.0	0.1	21,730	66.1	21,867	66.1	0.0	23,860	66.5	23,997	66.5	0.0
Railroad Avenue - north of SR 4 EB Ramp	21,550	66.0	21,687	66.1	0.1	22,180	66.1	22,317	66.2	0.1	24,420	66.6	24,557	66.6	0.0
Harbor Street - south of 3rd Street	2,490	58.2	5,020	61.2	3.0	2,560	58.3	5,090	61.3	3.0	2,820	58.7	5,350	61.5	2.8
Harbor Street - north of 10th Street	4,520	59.2	5,810	60.3	1.1	4,660	59.4	5,950	60.4	1.0	5,150	59.8	6,440	60.8	1.0
Harbor Street - south of 10th Street	8,620	62.0	9,017	62.2	0.2	8,890	62.2	9,287	62.4	0.2	9,820	62.6	10,217	62.8	0.2
Pittsburg- Antioch Highway - east of Harbor Street	4,390	62.0	4,787	62.4	0.4	4,510	62.2	4,907	62.5	0.3	4,990	62.6	5,387	62.9	0.3

Table 4.4.J: Existing and Cumulative Traffic Noise Levels Without and Plus Proposed Project

Roadway Segment	Existing Traffic Volumes					Near-Term Traffic Volumes					Cumulative Traffic Volumes				
	No Project		Plus Project			No Project		Plus Project			No Project		Plus project		
	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	ADT	L _{dn} (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Third Street - east of project driveway	1,770	53.2	4,200	57.0	3.8	1,830	53.3	4,260	57.0	3.7	2,020	53.8	4,450	57.2	3.4
Third Street - west of project driveway	1,770	53.2	4,200	57.0	3.8	1,830	53.3	4,260	57.0	3.7	2,020	53.8	4,450	57.2	3.4
Harbor Street - north of north project driveway	1,770	56.7	4,300	60.5	3.8	1,830	56.8	4,360	60.6	3.8	2,020	57.2	4,550	60.8	3.6
Harbor Street - between north project driveway and middle project driveway	1,770	56.7	4,300	60.5	3.8	1,830	56.8	4,360	60.6	3.8	2,020	57.2	4,550	60.8	3.6
Harbor Street - between middle project driveway and south project driveway	1,770	56.7	4,300	60.5	3.8	1,830	56.8	4,360	60.6	3.8	2,020	57.2	4,550	60.8	3.6
Harbor Street - south of south project driveway	1,770	56.7	4,300	60.5	3.8	1,830	56.8	4,360	60.6	3.8	2,020	57.2	4,550	60.8	3.6

Source: LSA (August 2018).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

Shaded cells indicate roadways adjacent to the project site.

ADT = average daily traffic

L_{dn} = Day/Night Noise Level

dBA = A-weighted decibels

Stationary Source Noise. The proposed project would include a new kindergarten through 12th grade school on the campus site and a sports facility. Implementation of the proposed project would result in a student enrollment of approximately 2,000 students, which could result in an increase in ambient noise levels in the vicinity of the project area associated with outdoor play and assembly, parking lot noise, and HVAC equipment.

Outdoor Play and Assembly. Implementation of the proposed project could result in an increase in ambient noise levels in the vicinity of the project site with increased outdoor play and sports games, whistles, and amplified noise during practices and sporting events, crowd noise during games, and outdoor assembly areas. In addition, the project would utilize a loudspeaker and bell system. Outdoor activity and loudspeaker and bell systems typically generate maximum noise levels of 70 dBA L_{max} at 5 feet.

The closest sensitive receptors to the campus site are the single-family residences along Avalon Circle and Avalon Drive, which are located immediately west of the campus site, approximately 70 feet from the proposed buildings and playfield. The closest sensitive receptors to the sports facility site are the single family residences located on Riverway Drive, which are located immediately west of the sports facility site boundary. Plans for the layout and location for the sports facility site are conceptual at this time and a site plan has not been identified for this facility. Therefore, this analysis assumes that the sports facility and outdoor play areas would be located approximately 10 feet from the project site boundary.

At 10 feet, there would be a minimum of 6 dBA reduction in noise levels due to distance from the baseline noise level of 70 dBA L_{max} at 50 feet. Therefore, maximum noise levels generated by the sports facility site at the nearest sensitive receptors would be approximately 64 dBA L_{max} . In addition, the adjacent residential receptors have solid wood fences, which would reduce noise levels in private outdoor use areas by approximately 5 dBA, which would reduce noise levels at the nearest sensitive receptors to approximately 59 dBA L_{max} . The dominant noise source in the project vicinity is from traffic noise. Vehicles passing on roadways result in approximately 60 dBA L_{max} , while truck pass-bys typically generate noise levels of 80 dBA L_{max} . Therefore, noise levels associated with the proposed project, including the loudspeaker and bell system and outdoor active use areas would not be substantially greater than existing noise sources in the project vicinity. Therefore, the proposed project would not result in substantial increases in noise at noise sensitive land uses due to distance attenuation. Therefore, this impact would be less than significant.

Parking Lot Activity Noise. The closest sensitive receptors to the nearest proposed parking lot are the single family residences along Avalon Circle and Avalon Drive, which are located approximately 60 feet from the nearest parking lot. As noted above, plans for the layout and location for the sports facility site are conceptual at this time and a site plan has not been identified for this facility. Therefore, this analysis evaluates parking lot activity noise associated with the campus site.

Parking lot noise on the campus and on nearby streets (including engine sounds, car doors slamming, car alarms, loud music, and people conversing) would occur as a result of the proposed project. Typical parking lot activities, such as people conversing or doors

slamming, generates approximately 60 dBA to 70 dBA L_{max} at 50 feet. As identified above, existing sensitive receptors are located approximately 60 feet from the nearest proposed parking lot. Adjusted for distance, the nearest off-site residences would be exposed to a noise level of 58 to 68 dBA L_{max} generated by parking lot activities. However, peak noise levels from parking lot activities would only occur for one to two hours during school drop-off and pick-up times. Therefore it is not expected that the proposed project would result in a substantial increase in noise associated with parking lot activities, and impacts would be less than significant.

HVAC Equipment. Implementation of the proposed project would generate stationary noise sources from HVAC equipment associated with the proposed buildings. The nearest sensitive receptors to proposed buildings include the single family residences along Avalon Circle and Avalon Drive, which are located immediately west of the campus site, approximately 70 feet from the proposed buildings and playfield. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. HVAC operations would be required to meet all noise standards.

Precise details of HVAC equipment, including future location and sizing, are unknown at this time; therefore, for purposes of this analysis, 75 dBA at 3 feet was assumed to represent HVAC-related noise.⁶ As discussed above, the nearest sensitive receptors to proposed buildings include the single family residences are located approximately 70 feet from the proposed buildings. Adjusted for distance to the nearest off-site sensitive receptors, the off-site residences would be exposed to a noise level of 48 dBA L_{max} generated by HVAC equipment. The City's General Plan does not specify maximum noise limits for operational noise sources; however, noise levels associated with HVAC equipment would be lower than existing noise levels at the project site and would be well below the City's normally acceptable noise standards for exterior noise level for residential uses of up to 60 dBA L_{dn} . Therefore, HVAC equipment noise associated with the proposed project would not be expected to substantially increase noise levels and noise impacts for HVAC equipment would be less than significant.

Temporary Increase in Ambient Noise Levels. Construction associated with implementation of the proposed would occur over a period of approximately 49 months. Construction activities associated with the project could result in substantial temporary or periodic increases in ambient noise levels at the project site.

Two types of short-term noise impacts would occur during grading, excavation, site preparation, and construction associated with the proposed project. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site. The transport of workers, construction equipment, and materials to the project site would incrementally increase noise levels on access roads leading to the site. The second type would result from equipment use and activities associated with demolition, site preparation, and construction of proposed projects. Construction is performed in discrete steps, each of which

⁶ Trane. 2002. *Sound Data and Application Guide for the New and Quieter Air-Cooled Series R Chiller*.

has its own mix of equipment and, consequently, its own noise characteristics. These phases would change the character of the noise generated on project sites and, therefore, the noise levels surrounding sites as construction progresses.

Table 4.4.K lists typical maximum noise levels for various pieces of construction equipment, as measured at a distance of 50 feet between the equipment and a noise receptor, obtained from the FHWA Roadway Construction Noise Model. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backhoes, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Average maximum noise levels during the site preparation phase of construction can range up to 86 dBA L_{max} at 50 feet from multiple pieces of operating equipment.

Table 4.4.K: Noise Emission Reference Levels and Usage Factors

Equipment Description	Acoustical Usage Factor ¹	Predicted L_{max} at 50 feet (dBA, slow) ²	Actual Measured L_{max} at 50 feet (dBA, slow) ³
All Other Equipment > 5 HP	50	85	N/A ⁴
Backhoe	40	80	78
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Crane	16	85	81
Dozer	40	85	82
Dump Truck	40	84	76
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front-End Loader	40	80	79
Generator	50	82	81
Gradall	40	85	83
Grader	40	85	N/A
Man Lift	20	85	75
Paver	50	85	77
Pickup Truck	40	55	75
Roller	20	85	80
Scraper	40	85	84
Tractor	40	84	N/A

Source: FHWA Highway Construction Noise Handbook, Table 9.1 (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Specification (Spec.) 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

³ The maximum noise level was developed based on the average noise level measured for each piece of equipment during the CA/T program in Boston, Massachusetts.

⁴ Since the maximum noise level based on the average noise level measured for this piece of equipment was not available, the maximum noise level developed based on Spec 721.560 would be used.

dBA = A-weighted decibels

kVA = kilovolt-amperes

RCNM = Roadway Construction Noise Model

ft = feet

L_{max} = maximum instantaneous noise level

VMS = variable message sign

HP = horsepower

N/A = not applicable

Table 4.4.K lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Average maximum noise levels range up to 86 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Impact NOI-2: Noise from construction activities at the project site would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. (S)

The closest sensitive receptors to the campus site are the single-family residences along Avalon Circle and Avalon Drive, which are located immediately west of the campus site. The closest sensitive receptors to the sports facility site are the single-family residences located on Riverway Drive, which are located immediately west of the sports facility site boundary. The sensitive receptors along Avalon Circle and Avalon Drive would be the closest residences to where construction is occurring. Construction of roadways associated with the campus would be located approximately 30 feet from the residences and proposed buildings would be located approximately 70 feet from the residences.

As identified above, at 50 feet, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 86 dBA L_{max} . When construction activities are occurring closest to the residences, there would be an increase of approximately 4 dBA over the reference noise levels due to noise attenuation with distance from the active construction area. Therefore, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 90 dBA L_{max} when construction of the roadway is occurring. However, construction equipment would operate at various locations within the 37.98-acre project site and would only generate this maximum noise level when operations occur closest to the receptor. Construction noise is permitted by the City of Pittsburg when activities occur between the hours of 8:00 a.m. and 5:00 p.m.

As discussed above, construction noise would result in a temporary or periodic increase in ambient noise levels in the campus vicinity above levels existing without construction of the proposed project. Implementation of the following mitigation measure for project construction would reduce potential construction period noise impacts for the indicated sensitive receptors to less-than-significant levels.

Mitigation Measure NOI-2: The project contractor shall implement the following measures during construction of the project:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.
- Ensure that all general construction related activities are restricted to 8:00 a.m. and 5:00 p.m.
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem. The contact information for the disturbance coordinator shall be posted in a manner such that it is visible to the general public during the entire construction duration.
- The project contractor shall develop a construction haul route plan for review and approval by the City prior to initiating construction, consistent with General Plan Policy 12-P-10, to reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes and restrict truck travel times in sensitive areas. (LTS)

Implementation of the above mitigation measure would limit construction activities to the less noise-sensitive periods of the day and would reduce construction impacts to a less-than-significant level.

Aircraft Noise. As noted in the existing conditions discussion above, the closest airport to the project site is Buchanan Field Airport, which is located approximately 10 miles southwest of the project site. In addition, Oakland International Airport is located approximately 27 miles southwest of the project site. Aircraft overflights associated with these airports are audible from the campus, however no portion of the campus is within 55 dBA CNEL noise contours of these airports nor does any portion of the campus lie within 2 miles of any private airfield or heliport. Therefore, the

proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources.

4.4.2.3 Cumulative Impacts

CEQA defines cumulative impacts as “two or more individual effects, which, when considered together, are considerable, or which can compound or increase other environmental impacts.” Section 15130 of the CEQA Guidelines requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively significant. These impacts can result from the proposed project alone, or together with other projects. The CEQA Guidelines state: “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.” Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

As described above, a significant cumulative impact would occur if implementation of the project would result in any temporary or permanent increase of 5 dBA or more in ambient noise levels at existing sensitive receptors.

Based on applications on file with the City and a review of projects that have been approved, but have not yet been constructed, no development is planned to be constructed at the same time as the proposed project or in close proximity to the project such that construction noise and vibration would combine with the proposed project’s construction noise and vibration to create a cumulative impact. With implementation of Mitigation Measure NOI-2, the proposed project would not result in adverse noise impacts from construction activities. In addition, construction-related noise impacts would be temporary and would no longer occur once construction of the proposed project is completed. Therefore, construction activities would not be considered a cumulatively considerable contribution to the total noise environment in the project site vicinity and this impact would be less than significant.

Based on year 2040 cumulative traffic volumes, including planned and approved projects included in the Countywide Travel Demand Model plus trips from the proposed project, the largest increase in traffic-related noise as a result of the proposed project would be on Third Street and Harbor Street adjacent to the project site, with up to a 3.6 dBA increase under Cumulative Plus Project conditions. The resulting noise level along Third Street would be 57.1 dBA L_{dn} and the resulting noise levels along Harbor Street would be 60.8 dBA L_{dn} . This noise level increase would exceed the 3 dBA increase considered to be perceptible by the human ear in an outdoor environment; however the resulting noise levels would be within the normally acceptable exterior noise level for school land uses and within the conditionally acceptable exterior noise level for residential land uses. Therefore, traffic-related on-site noise impacts would be less than significant.

A significant cumulative impact would occur if implementation of the proposed project would result in any permanent increase of 3 dBA or more in ambient noise levels at the existing sensitive receptors in the project site vicinity that are currently exposed to noise levels above the City’s normally acceptable threshold for that type of land use. As discussed above, long-term operation of the proposed project would not create a significant increase in stationary source noise, including noise associated with outdoor play and assembly, parking lot activities, and HVAC equipment.

4.5 HAZARDS AND HAZARDOUS MATERIALS

This section provides an overview of potential hazards and hazardous materials at and near the project area and assesses potential impacts to public health and safety and the environment that could result from implementation of the proposed project. Mitigation measures to reduce significant impacts are identified, where appropriate.

4.5.1 Setting

This section describes the existing conditions related to hazards and hazardous materials at and near the project area, as well as applicable regulatory agency framework and local policies.

4.5.1.1 Potential Sources of Hazardous Materials on and Near the Project Site

Past Environmental Investigations and Remediation at the Project Site. Many environmental investigations have been performed at the project site including Phase I Environmental Site Assessments (ESAs) and investigations involving soil, groundwater, and soil gas sampling and analysis. Soil remediation has also been performed at the campus site. A summary of past environmental investigations and remediation activities is presented below.

Campus Site. The campus site was historically occupied by the Johns Manville manufacturing plant that was originally constructed in the 1920s. Prior to 1980, the on-site plant primarily produced asbestos-cement products, asphalt roofing materials, and asbestos-containing pipe covering. Subsequently, and until the plant's closure in approximately 2003, the manufacturing plant produced commercial roofing materials using fiberglass mat, asphalt, sand, and limestone. Petroleum-based resins and solvents were also used. In the 1940s and 1950s, oily water generated from the asphalt production was disposed of in an evaporation pond in the south-eastern portion of the manufacturing plant. The evaporation pond was subsequently filled with scrap and construction debris.¹

Materials and chemicals of concern associated with the past manufacturing operations are primarily asbestos and total petroleum hydrocarbon (TPH) mixtures. Additional chemicals that were associated with TPH mixtures include metals, polychlorinated biphenyls (PCBs), semi-volatile organic compounds (SVOCs), and volatile organic compounds (VOCs).²

In 1986, an underground storage tank (UST) that had contained solvent (mineral spirits) was abandoned in-place and two diesel USTs were removed at the campus site.³ Environmental investigations of the campus site began in 1986 with the collection of soil samples, installation of groundwater monitoring wells, and performing a geophysical survey. In 1991, additional investigation activities including installation of additional monitoring wells was performed to further characterize the subsurface conditions and develop remedial alternatives. Contamination from petroleum hydrocarbons was found to be predominantly in fill material and

¹ ERM, 2006. Final Remedial Action Plan, Harbor Park Development, (Former Johns Manville Plant), Pittsburg, California, June.

² Ibid.

³ PES Environmental, Inc., 2017a. *Phase I Environmental Site Assessment, Plant Parcel, 420 East 3rd Street, Pittsburg, California*. December 8.

groundwater. Concentrations of benzene, toluene, ethylbenzene, and xylenes (BTEX) and some other VOCs were also detected in groundwater. Groundwater monitoring was suspended in 1995 based on the results of the groundwater monitoring performed between 1992 and 1994.⁴

In 2001, a Preliminary Endangerment Assessment (PEA) was performed to estimate the potential threat to public health and/or the environment from contaminated soil and groundwater and to evaluate whether an expedited response action was required. The PEA indicated that for on-site workers and off-site residents, exposure to chemicals in the air from volatilization from groundwater and soil was not likely to result in adverse health effects.⁵

In 2001 and 2002, additional investigation activities were performed, and in 2003, a Feasibility Study and Removal Action Workplan were prepared. A No Action alternative with implementation of a Deed Restriction was recommended for soil, and enhanced monitored natural attenuation was the preferred groundwater alternative. The Feasibility Study found that, in general, environmental conditions did not pose unacceptable risk to human health or the environment under a commercial/industrial land use scenario, which existed at the site at that time.⁶

In 2005, a treatability study was performed at the campus site which involved the installation of vapor extraction wells in the area of the former evaporation pond, and the removal of impacted groundwater and non-aqueous phase liquids.⁷

In 2006, a Remedial Action Plan (RAP)⁸ was developed under the oversight of the California Environmental Protection Agency (CalEPA) Department of Toxic Substances Control (DTSC) for the remediation of the campus site to allow residential use of the property. The RAP identified areas of concern as follows:

- Soil/fill materials impacted by operations in the former evaporation pond;
- Surface soil impacted by operations in the former asbestos product storage in the east-central portion of the manufacturing plant;
- Other locations of materials impacted with asbestos fill and/or petroleum hydrocarbon compounds found during demolition of the site including subsurface vaults, below railroad ballast, subsurface utilities; and
- Groundwater underlying the former evaporation pond found to contain chemical constituents associated with site operations.

⁴ ERM, 2006, op. cit.

⁵ Ibid.

⁶ Ibid.

⁷ Department of Toxic Substances Control, 2009a. Remedial Action Certification, Former Johns Manville Plant Site, November 12.

⁸ ERM, 2006, op. cit.

The remedial alternative recommended in the RAP to address impacted soil/fill was consolidating impacted materials into an engineered berm along the eastern boundary of the campus site. This remedial alternative required appropriate deed restrictions (to limit access to and use of the berm area) and an Operations and Maintenance (O&M) Agreement prior to certification of the site. The remedial alternative recommended in the RAP to address impacted groundwater was implementing a land use restriction for groundwater and allowing the residual chemicals in groundwater to naturally attenuate.⁹

In June 2006, DTSC approved the RAP and required submittal of a Remedial Design Implementation Plan (RDIP) containing technical/operational plans and engineering designs of the approved remedial alternative.¹⁰ In August 2006, DTSC conditionally approved the RDIP pending approval of the final grading permit by the City.¹¹

Remedial activities implemented between 2006 and early 2008 included the excavation of approximately 71,000 cubic yards of asbestos-containing materials (ACMs) and 22,000 cubic yards of soils impacted by TPH in accordance with the DTSC approved RAP. Approximately 10,500 cubic yards of ACM-affected soil and 18,000 cubic yards of TPH-affected soils were disposed off-site. The remaining 60,600 cubic yards of ACM-affected soil and 4,000 cubic yards of TPH-affected soils were placed in an engineered containment berm located on the eastern boundary of the campus site. The berm was constructed by excavating a trench approximately 10 feet below ground surface (bgs) beneath its entire length. The bermed area is comprised of the north and south berms, which are separated to allow for access to the site directly from Harbor Street. The ACM-affected soil was placed in the below grade portions of the berms and the TPH-affected soil was placed on top of the ACM-affected soil. The berms were capped with a geotextile fabric and two feet of clean cover soil. A sprinkler system was installed on the berms to keep them vegetated. Additionally, 11 USTs, including the solvent UST abandoned in 1986, were removed from the campus site during remediation activities.¹²

Post remediation groundwater and soil gas sampling was conducted at the campus site in accordance with the RDIP. Based on the results of the post remediation sampling, it was concluded that the presence of residual TPH-affected groundwater did not pose an adverse human health risk for the planned residential use of the site.¹³

At the direction of DTSC, a Covenant to Restrict Use of Property – Environmental Restriction (Covenant) was recorded on the campus site.¹⁴ As part of the Covenant, the campus site was divided into two sub-areas; the “Bermed Property” (which is the eastern portion of the campus

⁹ ERM, 2006, op. cit.

¹⁰ Nelson, Chris, 2006. Renova Partners LLC. Written correspondence from the Department of Toxic Substances Control. June 22.

¹¹ PES Environmental, Inc., 2017a, op. cit.

¹² Ibid.

¹³ Ibid.

¹⁴ Department of Toxic Substances Control, 2009b. Covenant to Restrict Use of Property, Environmental Restriction, Re: Former Johns Manville Plan Site, Contra Costa County, Assessor Parcel Number 073-050-001; Site Code 201318-11, October 7.

site where the engineered berm is located) and the “Residential Property” (which is the remainder of the campus site). The Residential Property was approved by DTSC for residential use. Subsurface soils on a portion of the Residential Property in the vicinity of the former evaporation pond are affected by TPH and VOCs at depths greater than approximately 5 feet bgs (below an elevation of 4 feet referenced to the National Geodetic Vertical Datum [NGVD]); therefore, this portion of the Residential property was designated as the “Soil Management Area” in the Covenant.

The Covenant established restrictions for the campus site including: prohibiting the extraction of groundwater for any purpose other than groundwater monitoring, treatment, or excavation/construction dewatering; prohibiting use of the Bermed Property for residences, a hospital, a public or private school for persons under 21 years of age, a day care center for children, or raising of food; prohibiting activities on the Bermed Property including drilling or any other activities that may disturb the berms except as authorized in the O&M Agreement, without DTSC approval; prohibiting activities in the Soil Management Area that would disturb soil at or below 4 feet NGVD or which would encounter groundwater if it occurs at a shallower depth without a Soil Management Plan approved by DTSC.¹⁵

In November 2009, DTSC issued a certification¹⁶ indicating that remedial actions have been completed at the campus site; however, ongoing O&M and monitoring was required. O&M activities have been performed at the campus site since 2009 including periodic inspections and maintenance of Bermed Property (e.g., management of vegetation, irrigation systems, and burrowing animals).¹⁷

In September and October of 2017, an Environmental Due Diligence Investigation¹⁸ (2017 Investigation) of the campus site was performed, which involved the sampling and analysis of soil, soil gas, and groundwater. Shallow soil sampling was performed in areas where no historical asbestos data existed. Asbestos was detected in several shallow soil samples at concentration ranging from 0.014 percent to 0.25 percent. The highest concentration of asbestos was detected near the center of the campus site. Groundwater samples were collected from five locations across the campus site, and concentrations of TPH as diesel (TPHd) and motor oil (TPHmo) were detected in all groundwater samples analyzed without silica gel cleanup. Concentrations of TPHd and TPHmo were not detected in any of the groundwater samples analyzed without silica gel cleanup. Concentrations of chlorinated VOCs including tetrachloroethene (PCE), trichloroethene (TCE), and 1,1-dichloroethene (1,1-DCE), were detected in one groundwater sample collected near the southwest corner of the campus site. Soil-gas sample results were reported to be less than the San Francisco Bay Regional Water Quality Control Board’s (Regional Water Board’s) Tier 1 (i.e. most conservative) Soil Gas Environmental Screening Levels (ESLs). The 2017 Investigation report indicated that the

¹⁵ Ibid.

¹⁶ Department of Toxic Substances Control, 2009a, op. cit.

¹⁷ Arcadis, 2017a. *Semi-Annual Operation and Maintenance Report for the North Parcel and the Former Johns Manville Plant Site, 420 East Third Street, Pittsburg, California*. July 31.

¹⁸ Arcadis, 2017b. Notification Memorandum: Environmental Due Diligence Investigation Results, Former Johns Manville Plant Site, 420 East Third Street, Pittsburg, California. November 20.

groundwater impacts from chlorinated VOCs is likely associated with known off-site chlorinated VOC release sources not associated with the Johns Manville facility or operations, and that groundwater and soil gas sampling results were consistent with the 2008 post-remediation sampling results.¹⁹ Concentrations of VOCs detected in soil gas and groundwater during the 2008 post-remediation sampling exceeded the current ESLs for vapor intrusion at multiple locations at the campus site, including near the southwest corner for the campus site, and within and near the area of the former evaporation pond (the current Soil Management Area).²⁰ The concentration of PCE detected in groundwater sample collected near the southwestern corner of the campus site during the 2017 Investigation exceeds the current ESL²¹ for groundwater vapor intrusion; however, the concentrations of PCE and other VOCs detected in the soil gas sample collected in this area during the 2017 Investigation did not exceed vapor intrusion ESLs. The 2017 Investigation did not include sampling within the Soil Management Area²² where BTEX compounds were detected in soil gas during the 2008 post-remediation sampling²³ at concentrations exceeding current vapor intrusion ESLs.

In December 2017, a Phase I ESA²⁴ was prepared for the campus site. The Phase I ESA concluded that the discovery of ACM-affected soil in the Residential Property portion of the campus site constitutes a Recognized Environmental Condition (REC)²⁵; the presence of TPH- and VOC-affected groundwater beneath the campus site constitutes a REC; and the documented releases of PCE to groundwater from an up-gradient site represent a potential vapor encroachment condition for the campus site. The Phase I ESA did not recommend additional actions to address the identified RECs or potential vapor encroachment condition.

In 2018 a draft RAP Amendment and Implementation Plan (RAP Amendment)²⁶ was prepared under the oversight of DTSC to provide guidelines for the excavation, handling, transportation, and disposal of asbestos and petroleum hydrocarbons impacted soil that is planned to be removed from the engineered berm on the campus site. Implementation of the RAP Amendment would be performed as part of the project, therefore the RAP Amendment is discussed in further detail in Section 4.5.2.2 below.

Sports Facility Site. The sports facility site is comprised of several properties with various historical land uses. These properties are referred to below as the Tesoro Property (identified as Parcel-C on Figure 2-5, located in the northern and eastern portions of the sports facility site),

¹⁹ Ibid.

²⁰ LFR, 2008. *Remedial Action Completion Report, Former Johns Manville Facility, 420 East 3rd Street, Pittsburg, California*. October 21.

²¹ San Francisco Bay Regional Water Quality Control Board, 2016. *Environmental Screening Levels, Revision 3*, February 22.

²² Arcadis, 2017b, op. cit.

²³ LFR, 2008, op. cit.

²⁴ PES Environmental, Inc., 2017a, op. cit.

²⁵ The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

²⁶ PES Environmental, 2018b. *Draft Remedial Action Plan Amendment and Implementation Plan, Former Johns Manville Site, 420 East 3rd Street, Pittsburg, California*. September 11.

Railroad Right of Way (identified as Railroad R.O.W. on Figure 2-5, located in the central portion of the of the sports facility site), City Parcels (identified as Parcel-D through Parcel-G on Figure 2-5, located in the southwest portion of the of the sports facility site), and the Access Parcel (identified as Parcel-B on Figure 2-5, located in the southwest portion of the of the sports facility site). A summary of environmental investigations performed at these properties is presented below.

Tesoro Property. A Phase I ESA²⁷ was prepared for the Tesoro Property in 2017. The Phase I ESA indicated that this property was first developed as early as 1920 with a warehouse for bean storage and cleaning, and a fumigator was present on the property between 1927 and 1966. By 1949 and until 1958 the eastern portion of this property was developed as a building materials company that included numerous structures for lumber and materials storage, subsurface bunkers (possibly used to store fuel), and raw materials storage areas. The harbor adjacent to the north of the property and possibly other areas of the property were associated with military activity (debarkation point) during World War II, and a former structure near the center of the property was used as a chemical fertilizer warehouse by the United States government between 1958 and 1966. From 1960 through 2009, the property was primarily used for storage and loading of petroleum coke (a solid material derived from oil refining). Other features of environmental concern identified at the property included: a motor shop since 1966 containing petroleum above ground storage tanks (ASTs); gasoline and diesel ASTs in at least two different locations since 1965; a 1-million-gallon AST and two 16,000-gallon USTs used to store sodium hydroxide solution and subsequently stormwater; a settling pond prior to 1990 that received runoff from truck and heavy equipment cleaning; an approximately 11,000-gallon railcar tank containing fuel oil used for dust suppression that was loaded and unloaded using an underground pipeline; and historic structures that may have had lead paint and ACMs.²⁸

In 1999, a Cleanup and Abatement Order was issued by the Regional Water Board which required the elimination of wind-blown coke dust that was being discharged from the Tesoro Property to New York Slough. A Corrective Action Plan was reportedly submitted to the Regional water Board in 2006, however the implementation outcome of the corrective actions is not documented.²⁹ The cleanup program case for the property has a status of “open – eligible for closure” as of June 7, 2018, as indicated on the State Water Resources Control Board’s (State Water Board’s) GeoTracker database.³⁰

In 2008, site investigation activities were performed which involved soil and groundwater sampling, and concentrations of petroleum hydrocarbons, VOCs, polycyclic aromatic hydrocarbons (PAHs), pentachlorophenol (PCP, a wood preservative), and metals were

²⁷ PES Environmental, Inc., 2017b. *Phase I Environmental Site Assessment, Tesoro Properties, Pittsburg, California*. January 10.

²⁸ Ibid.

²⁹ Ibid.

³⁰ State Water Resources Control Board, 2018a. GeoTracker Webpage for 595 East Third Street, Pittsburg, CA, Contra Costa County. Website: geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL1822C630 (accessed August 14, 2018).

detected in soil and groundwater above respective screening levels. The sources of contamination were not definitively determined, and the potential for both on-site and off-site sources was identified.³¹

In 2017, a Phase II Investigation³² was performed for the Tesoro Property which involved sampling of soil, groundwater, and soil gas. The Phase II Investigation found the presence of coke ash at many locations, with the layer of coke ash typically beginning near the ground surface extending from a few inches to up to 15 feet bgs. A concentration of soluble vanadium detected in one sample of coke ash exceeded California Hazardous Waste criteria, and the Phase II Investigation indicated that if removal of the coke ash would be required for future development, further waste characterization of the material is warranted. An elevated concentration of arsenic (exceeding current ESLs and typical naturally occurring background levels) was detected in one soil sample collected from the vicinity of a former rail spur. Concentrations of metals exceeding ESLs and asbestos at concentration of less than 1-percent were detected in shallow soil samples. Concentrations of VOCs (including TCE and breakdown products) were detected in groundwater exceeding ESLs for protection of aquatic habitats (which were used for comparison based on the proximity to New York Slough) and ESLs for vapor intrusion. The source of the TCE contamination is unknown, and the Phase II Investigation indicated that additional soil vapor testing and/or vapor mitigation systems should be considered if development of the property would include occupied buildings. Concentrations of TPH as gasoline (TPHg) and TPHd and PCP exceeding ESLs for protection of aquatic habitats were also detected in groundwater. The source of the TPHg impacts is unknown but appears to be limited to the southern portion of the property near the former Texaco Bulk Fuel Station, located at 495 East 3rd Street. The source of the PCP impacts is unknown, but the impacts appear to be limited to the southwestern portion of the property. The source of the TPHd is likely the widespread historic use of fuel oil for dust suppression. Concentrations of VOCs detected in soil gas samples were below ESLs;³³ however, soil gas samples were not collected in the area where the highest concentrations of VOCs were detected in groundwater samples.

Based on the findings of the 2008 and 2017 investigations discussed above, the Phase I ESA³⁴ indicated that the source, extent, and magnitude of contamination beneath the property have not been sufficiently defined, a potential vapor encroachment condition is present at the property.

Railroad Right of Way. A Phase I ESA³⁵ was prepared for the Railroad Right of Way in 2018. The Railroad Right of Way historically extended across the northern portion of the western City Parcels (Parcel-D and Parcel E on Figure 2-5) and the northern portion of the Access

³¹ PES Environmental, Inc., 2017b, op. cit.

³² PES Environmental, Inc., 2017c, Phase II Investigation Report, Tesoro Properties, Pittsburg, California, November 6.

³³ Ibid.

³⁴ PES Environmental, Inc., 2017b, op. cit.

³⁵ PES Environmental, Inc., 2018a. *Phase I Environmental Site Assessment, Burlington Northern Santa Fe Railroad Right-of Way, East 3rd Street and Harbor Street, Pittsburg, California*. July 30.

Parcel. The Railroad Right of Way was developed with a railroad spur by 1927. By 1953 the railroad spur was present on only the eastern portion of the property, and by 1997 the railroad spur was no longer present. There are no known previous environmental investigations that focused on the Railroad Right of Way; however, during a 1986 investigation of the Johns Manville North Parcel (North Parcel), which is adjacent to the northwest of the Railroad Right of Way, sampling was performed in the western (historic) portion of the Railroad Right of Way, and concentrations of asbestos ranging from less than 1 percent to 12 percent were detected in the soil samples. Installation of an engineered soil cap was performed on the North Parcel to mitigate the presence of asbestos; however the western (historic) portion of the Railroad Right of Way was apparently not covered by an engineered cap.³⁶ Following the installation of the engineered cap, DTSC issued a Covenant for the North Parcel,³⁷ which indicates that a portion of the historic Railroad Right of Way (an easement within the northern portion of the Access Parcel) is part of the “Capped Property” which is subject to restrictions including the requirement for a Soil Management Plan and Health and Safety Plan to be approved by DTSC prior to conducting activities that would disturb the cap; and prohibiting raising of food, drilling for drinking water, oil, or gas or extraction of groundwater for purpose other than remediation or construction dewatering, or any other activities that may disturb the cap except as authorized in the O&M Agreement for the North Parcel Capped Property, without DTSC approval.

Concentrations of VOCs were also detected in groundwater up-gradient and down-gradient of the Railroad Right of Way during investigations conducted in 2008 and 2017, suggesting that groundwater below the Railroad Right of Way may also be impacted from an up-gradient source.³⁸ It is common for soil in the vicinity of railroad tracks to be impacted with petroleum hydrocarbons, VOCs, semi-volatile organic compounds (SVOCs), PAHs, and heavy metals (particularly arsenic). The potential impacts from these hazardous materials in soil on the property has not been evaluated.

Based on the information above, the known contamination from asbestos in soil and potential subsurface contamination from other sources (e.g., the former rail spur and groundwater impacted with VOCs) have not been sufficiently evaluated, and a potential vapor encroachment condition is present at the property.

City Parcels. A Phase I and II ESA³⁹ was prepared for the City Parcels in 2008. Past uses of the City Parcels included a Chinese laundry, a restaurant, a store, a repair shop, a warehouse for furniture and tires, a truck repair facility, bus repair/storage, a cabinet shop, a contractor’s yard and storage building, and two temporary offices (one of which may have also had residential use). In 1987, a leaking UST (LUST) case for a gasoline release was opened for a former address (391 E. 3rd Street) at the western end of the City Parcels, and the case was

³⁶ Ibid.

³⁷ Department of Toxic Substances Control, 2007. Covenant to Restrict Use of Property, Environmental Restriction, Re: Former Johns Manville North Parcel Site in Pittsburg, Assessor Parcel Number 073-010-007 and 073-010-008, recorded December 10.

³⁸ PES Environmental, Inc., 2018a, op. cit.

³⁹ Fugro, 2008. *Environmental Site Assessment, 385 - 495 E. 3rd Street, Pittsburg, California*. February 22.

closed by the Regional Water Board in 1997. The closure letter indicated that a site investigation and remedial work associated with the former UST were completed; however, no documentation of investigation or remediation activities was identified; therefore, there is the potential for residual gasoline impacts to be present. The only structure on the City Parcels is a one-story storage building located at the eastern end of the City Parcels (at the address of 495 E. 3rd Street) that was used for theatre stage prop storage in 2008. Other historic uses of this structure were not identified in the Phase I ESA prepared for the City Parcels;⁴⁰ however, the Phase I ESA for the campus site indicated that a Texaco Bulk Fuel Storage facility with 3 gasoline ASTs was present at 495 E. 3rd Street between 1949 and the early 1970s, and review of the historic Sanborn maps presented in this Phase I ESA indicate that the existing structure was used for oil storage and a gasoline loading structure was also present to the east of the existing structure during this time.⁴¹ Chipped and peeling paint was observed on the ground surface surrounding the existing structure, and based on the age of the structure the potential presence of hazardous building materials including lead paint, ACMs, and PCBs was identified.⁴²

A railroad spur formerly existed on or immediately north of the City Parcels. Potential impacts associated with railroad tracks include petroleum hydrocarbons, VOCs, SVOCs, PAHs, and heavy metals. A row of stockpiled soil was observed on the northern portion of the City Parcels that may be related to railroad spur removal activities. Soil and groundwater at the City Parcels may also have been impacted by VOCs, petroleum hydrocarbons, metals, and asbestos from the former Johns Manville property to the south, and petroleum hydrocarbons and VOCs from the Tesoro Property located to the north and east.⁴³

A Phase II ESA was performed to evaluate the RECs identified in the Phase I ESA. Elevated concentrations of lead (exceed the current ESL for lead in shallow soil for residential land use⁴⁴) were detected in surface soil samples collected around the existing structure. Concentrations of contaminants detected in samples collected from the soil stockpiles were below current ESLs for residential land use with the exception of arsenic, which was detected at concentrations that are similar to naturally-occurring background concentrations. The soil stockpiles were not tested for asbestos or PAHs.⁴⁵ As discussed under *Railroad Right of Way* above, elevated concentrations of asbestos were identified in soil just north of the soil stockpiles in the area of the former rail spur.

Elevated concentrations of arsenic were detected in two soil samples collected from the western portion of the City Parcels,⁴⁶ exceeding current ESLs and typical naturally occurring background levels. Asbestos was detected at a concentration of less than 1 percent in a surface sample collected from the southern-central portion of the City Parcels.

⁴⁰ Ibid.

⁴¹ PES Environmental, Inc., 2017b, op. cit.

⁴² Fugro, 2008, op. cit.

⁴³ Ibid.

⁴⁴ San Francisco Bay Regional Water Quality Control Board, 2016, op. cit.

⁴⁵ Fugro, 2008, op. cit.

⁴⁶ Ibid.

Concentrations of VOCs including TCE and TCE breakdown products were detected in groundwater samples collected from the City Parcels.⁴⁷ The concentration of TCE detected at one location exceeds the current ESL for TCE for groundwater vapor intrusion. Strong odors and staining were observed in a soil boring advanced in the area of the former Texaco Bulk Fuel Storage facility.⁴⁸ Concentrations of TPH compounds and VOCs detected in soil samples collected from the boring were below current ESLs; however, a groundwater sample was not collected from this boring; therefore, potential impacts to groundwater from the former Texaco Bulk Fuel Storage facility have not been evaluated. Additionally, soil gas sampling to evaluate vapor intrusion risk was not performed as part of the Phase II ESA.

Based on the information above, potential subsurface contamination has not been sufficiently evaluated, and a potential vapor encroachment condition is present at the property.

Access Parcel. The Access Parcel was historically used as a roadway to access the North Parcel, which was used by Johns Manville from approximately 1926 to the mid-1980s for the storage of bulk asbestos fiber used in product manufacturing. The Access Parcel has remained undeveloped vacant land since at least 1903, and evidence of hazardous materials storage or use was not identified on the property.⁴⁹ The Access Parcel was not incorporated into the historical remediation of the campus site or the North Parcel. Sampling of shallow soil, groundwater, and soil gas was performed at the Access Parcel during the 2017 Investigation of the campus site.⁵⁰ Asbestos was detected at a concentration of 0.58 percent in one soil sample collected from the Access Parcel. No detectable concentrations of VOCs were reported in the soil gas and groundwater samples collected from the Access Parcel, and concentrations of TPH as diesel and motor oil were detected in the groundwater sample collected from the Access Parcel.

Based on the information above, potential subsurface contamination has not been sufficiently evaluated at the Access Parcel.

The DTSC issued Covenant for the North Parcel⁵¹ indicates that the northern portion of the Access Parcel is part of the “Capped Property” which is subject to restrictions including the requirement for a Soil Management Plan and Health and Safety Plan to be approved by DTSC prior to conducting activities that would disturb the cap; and prohibiting raising of food, drilling for drinking water oil, or gas or extraction of groundwater for purpose other than remediation or construction dewatering, or any other activities that may disturb the cap except as authorized in the O&M Agreement for the North Parcel Capped Property, without DTSC approval.

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ PES Environmental, Inc., 2017a, op. cit.

⁵⁰ Arcadis, 2017b, op. cit.

⁵¹ Department of Toxic Substances Control, 2007, op. cit.

Summary of Environmental Conditions at the Project Site. Based on the review of past environmental investigations and remediation activities performed at the project site as discussed above, a summary of environmental conditions at each of the properties within the project site is presented in Table 4.5.A below.

Table 4.5.A: Summary of Environmental Conditions at the Project Site

Property Name	Potential Contaminants of Concern	Remediation Performed or Planned?	Current Regulatory Oversight Status
Campus Site	- asbestos in soil - VOCs in groundwater and soil gas - metals in soil and groundwater - TPH in soil and groundwater	Yes, remediation was previously performed throughout the campus site and is planned for the Bermed Property.	Land use restrictions are in place. DTSC is overseeing O&M activities and the preparation and implementation of the RAP Amendment.
Tesoro Property	- TPH in soil and groundwater - VOCs in groundwater and soil gas - SVOCs in soil - PCP in groundwater - PAHs in soil - heavy metals in soil	No, remediation has not been performed or planned.	There is an open Cleanup Program case under Regional Water Board oversight that is related to former coke storage and handling operations and not subsurface contamination.
Railroad Right Of Way	- asbestos in soil - TPH in soil - VOCs in groundwater and soil gas - SVOCs in soil - PAHs in soil - heavy metals in soil	No, remediation has not been performed or planned.	There has been no regulatory oversight for the Rail Road Right of Way outside of the northern portion of the Access Parcel (as discussed below) which overlaps with the property.
City Parcels	- asbestos in soil - TPH in soil and groundwater - VOCs in groundwater and soil gas - SVOCs in soil - PAHs in soil - heavy metals in soil	No, remediation has not been performed or planned.	There is a closed LUST case that was under Regional Water Board oversight in the western portion of the property. There has been no regulatory oversight for the remainder of the property.
Access Parcel	- asbestos in soil - TPH in groundwater	No, remediation has not been performed or planned.	The DTSC issued Covenant for the North Parcel indicates that the northern portion of the Access Parcel is part of the "Capped Property." The southern portion of the Access Parcel is not part of the "Capped Property" but the Access Parcel in its entirety is subject to the land use restrictions in the Covenant.

Source: BASELINE Environmental Consulting (2018).

4.5.1.2 Regulatory Framework

The use, storage, and disposal of hazardous materials – including management of contaminated soils and groundwater – is regulated by numerous local, State, and federal laws and regulations. Federal, State, and regional agency's jurisdiction in the management of hazards and hazardous materials, as applicable to the proposed project, is described below.

Federal. At the federal level, the United States Environmental Protection Agency (EPA) administers hazardous materials and hazardous waste regulations, the Occupational Safety and Health Administration (OSHA) regulates worker safety related to hazardous materials handling, and the United States Department of Transportation (DOT) regulates hazardous waste transportation.

United States Environmental Protection Agency. The EPA is the federal agency responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials and hazardous waste. The federal regulations are primarily codified in Title 40 of the Code of Federal Regulations. The legislation includes the Resource Conservation and Recovery Act of 1976 (RCRA); the Superfund Amendments and Reauthorization Acts of 1986; and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980. The EPA provides oversight for site investigation and remediation projects, and has developed protocols for sampling, testing, and evaluation of solid wastes.

Occupational Safety and Health Administration. Worker health and safety is regulated at the federal level by OSHA. The federal Occupational Safety and Health Act of 1970 authorizes the states to establish their own safety and health programs with OSHA approval. Worker health and safety protections in California are regulated by the California Occupational Safety and Health Administration (Cal/OSHA), as described below. California standards for workers dealing with hazardous materials are contained in 8 CCR; they include practices for all industries (General Industrial Safety Orders), as well as specific practices for construction. Workers at hazardous waste sites (or workers who may be exposed to hazardous wastes that might be encountered during excavation of contaminated soils) must receive specialized training and medical supervision according to OSHA Hazardous Waste Operations and Emergency Response regulations. Additional regulations have been developed for construction workers potentially exposed to lead and asbestos. Cal/OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices.

Department of Transportation. In 1990 and 1994, the federal Hazardous Material Transportation Act was amended to improve the protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The DOT developed hazardous materials regulations, which govern the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. The transportation of hazardous materials is subject to both RCRA and DOT regulations. The California Highway Patrol, Caltrans, and the DTSC are responsible for enforcing federal and State regulations pertaining to the transportation of hazardous materials.

State Agencies. At the State level, the CalEPA, which includes the DTSC and the State Water Board (which operates via nine Regional Water Quality Control Boards [Regional Water Boards]) administers hazardous materials and hazardous waste regulations, the California Air Resources Board (CARB) regulates air pollution control programs, and Cal/OSHA regulates worker safety related to hazardous materials handling.

Department of Toxic Substances Control. In California, the DTSC is authorized by the EPA to enforce and implement federal hazardous materials laws and regulations. California regulations pertaining to hazardous materials are equal to or exceed the federal regulation requirements. Most State hazardous materials regulations are contained in Title 22 of the California Code of Regulations (CCR). The DTSC generally acts as the lead agency for soil and groundwater cleanup projects that affect public health, and establishes cleanup levels for subsurface contamination that are equal to or more restrictive than federal levels. The DTSC has also developed land disposal restrictions and treatment standards for hazardous waste disposal in California. The DTSC is currently the lead agency providing regulatory oversight for the campus site and the northern portion of the Access Parcel which is part of the “Capped Property” associated with the Northern Parcel.

State Water Resources Control Board. The State Water Board enforces regulations on implementation of UST programs. It also allocates funding to eligible parties that request reimbursement of costs to clean up soil and groundwater pollution from UST leaks. The State Water Board also enforces the Porter-Cologne Water Quality Act through its nine Regional Water Boards, including the Regional Water Board, described below.

California Air Resources Board. This agency is responsible for coordination and oversight of State and local air pollution control programs in California, including implementation of the California Clean Air Act of 1988. CARB has developed State air quality standards, and is responsible for monitoring air quality in conjunction with the local air districts.

California Occupational Safety and Health Administration. Worker health and safety protections in California are regulated by Cal/OSHA. California standards for workers dealing with hazardous materials are contained in CCR Title 8; they include practices for all industries (General Industrial Safety Orders), as well as specific practices for construction. Workers at hazardous waste sites (or workers who may be exposed to hazardous wastes that might be encountered during excavation of contaminated soils) must receive specialized training and medical supervision according to OSHA Hazardous Waste Operations and Emergency Response regulations. Additional regulations have been developed for construction workers potentially exposed to lead and asbestos. Cal/OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices.

Regional and Local Agencies. The following regional and local agencies have regulatory authority over the proposed project’s management of hazardous materials and hazards.

San Francisco Bay Regional Water Quality Control Board. The nine RWQCBs provide for the protection of Waters of the State in accordance with the Porter-Cologne Water Quality Act of 1969. The Regional Water Board can act as lead agency to provide oversight of sites in Region 2 where the quality of groundwater or surface waters is threatened. It has the authority to require investigations and remedial actions. The Regional Water Board has developed ESLs to help expedite the preparation of environmental risk assessments at sites where contaminated soil and groundwater have been identified. The Regional Water Board is the lead agency for the open cleanup program case for the Tesoro Property.

Bay Area Air Quality Management District. The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products (which are the responsibility of the EPA and CARB). BAAQMD is responsible for preparing attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and the issuance of permits for activities including asbestos demolition and renovation activities (District Regulation 11, Rule 2).

Contra Costa Health Services Hazardous Materials Programs. CCHS is the Certified Unified Program Agency (CUPA) for the project site and enforces State and local regulations pertaining to hazardous waste generators and risk management prevention programs in Contra Costa County. The purpose of the Unified Program is to ensure that facilities properly manage and disclose hazardous materials used to minimize the risk of a hazardous materials release and improve emergency response actions in the event of a release. As established by Cal/EPA, the Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for the following six environmental and emergency response programs:

- Hazardous Waste Generator Program (Health and Safety Code [H&SC] Chapter 6.5)
- Hazardous Waste Tiered Permitting (H&SC Chapter 6.5)
- USTs (H&SC Chapter 6.7)
- Aboveground Storage Tanks (ASTs) (H&SC Chapter 6.67)
- Hazardous Materials Business Plans (H&SC Chapter 6.95)
- California Accidental Release Prevention Program (H&SC Chapter 6.95)

CCHS issues permits for USTs and oversees UST removals, and ensures Spill Prevention Control and Countermeasure (SPCC) Plans are prepared for sites with large ASTs. In addition, CCHS may act as lead agency to ensure proper remediation of LUST sites and other contaminated sites.

City of Pittsburg General Plan. Chapter 10: Health and Safety of the City's General Plan includes the following goals and policies related to hazardous materials and emergency response that are applicable to the proposed project:

- **Goal 10-G-9:** Minimize the risk to life and property from the generation, storage, and transportation of hazardous materials and waste by complying with all applicable State regulations.
- **Policy 10-P-32:** Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.

- Policy 10-P-33: Prevent the spread of hazardous leaks and spills from industrial facilities to residential neighborhoods and community focal points, such as Downtown.
- Policy 10-P-34: Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police, and other emergency personnel are easily accessible for response to spill incidences on such routes.
- Policy 10-P-35: Require historical assessments and/or sampling as part of the environmental review process for redevelopment projects in the Loveridge and Northeast River subareas. Ensure that contamination from industrial waste is mitigated before redevelopment occurs.
- **Goal 10-G-11:** Ensure emergency response equipment and personnel training are adequate to follow the procedures contained within the Emergency Response Plan for a major earthquake, wildland fire, or hazardous substance event.
- Policy 10-P-37: Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.
- Policy 10-P-38: Ensure that critical facilities, including medical centers, police and fire stations, school facilities, and other structures that are important to protecting health and safety in the community, remain operative during emergencies.

4.5.2 Impacts and Mitigation Measures

The following describes the potential impacts of the proposed project related to hazards and hazardous materials. The section begins with the criteria of significance, which establish the thresholds used to determine whether an impact is significant. The latter part of this section presents the impacts associated with the proposed project and identifies mitigation measures, as necessary.

4.5.2.1 Criteria of Significance

Implementation of the proposed project would have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school;

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- Result in a safety hazard for people residing or working in the area due to proximity of a public or private airstrip or the project's location within an airport land use plan;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.5.2.2 Project Impacts

The following section provides an evaluation and analysis of the potential impacts of the proposed project for each of the criteria of significance listed above and potential cumulative impacts. Potential impacts and mitigation measures are discussed separately for Phase 1 (campus site) and Phase 2 (sports facility site) of the proposed project, where applicable.

As discussed in Section 4.8, Hazards and Hazardous Materials of the Initial Study (included in Appendix B), the proposed project would have no impacts related to proximity to a public use airport or private airstrip, and no impacts related to wildland fires. These issues are not discussed further.

Routine Transport, Use, or Disposal of Hazardous Materials. The proposed project would involve the excavation, transportation and disposal of approximately 64,000 cubic yards (about 110,000 tons) of soil impacted with hazardous materials including asbestos and petroleum hydrocarbons which is currently contained in an engineered berm on the east side of the campus site. Hazardous materials (e.g., fuel, oils, and paints) would be routinely transported, stored, and used at the project site used during construction activities. The routine transportation, storage, and use of hazardous materials such as pool treatment chemicals, cleaning products, and fertilizers may also occur during operation of the proposed project. The routine transportation, use, and disposal of hazardous materials during construction and operation may pose health and safety hazards to workers if the hazardous materials are improperly handled, or to nearby residents and the environment if the hazardous materials are accidentally released into the environment. Potential impacts associated with accidental releases of hazardous materials into the environment are discussed under Accidental Release of Hazardous Materials below.

The routine handling and use of hazardous materials by construction workers would be performed in accordance with OSHA regulations, which include training requirements for construction workers and a requirement that hazardous materials are accompanied by manufacturer's Safety Data Sheets (SDSs). Cal/OSHA regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. Compliance with these existing regulations would ensure that construction workers are protected from exposure to hazardous materials that may be used on site.

Because the proposed project would result in soil disturbance greater than 1 acre, management of hazardous materials during construction activities would be subject to the requirements of the Stormwater Construction General Permit (described in detail under Section 4.9, Hydrology and Water Quality of the Initial Study), which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed).

Construction of the proposed project would result in the generation of various waste materials that would require recycling and/or disposal, including some waste materials that would be classified as hazardous waste. Hazardous materials would be transported by a licensed hazardous waste hauler and disposed of at facilities that are permitted to accept such materials as required by DOT, RCRA, and State regulations.

The RAP Amendment⁵² developed as part of the proposed project provides guidelines for the excavation, handling, transportation, and disposal of asbestos- and petroleum hydrocarbons-impacted soil that would be removed from the engineered berm on the campus site. After the clean overburden soil is removed from the berms, the asbestos and petroleum hydrocarbon impacted soil in the berm area would be excavated and placed in trucks lined with polyethylene sheeting, or suitable equivalent. After filling each truck, the polyethylene liner would be folded over the top of the soil to completely encapsulate the soil. The trucks would transport the soil along prescribed haul routes to an off-site Class II asbestos-permitted landfill for disposal. Excavation of the affected soil would continue until undisturbed native soils are reached horizontally and vertically within the former soil containment trench. Verification testing would be conducted to confirm that removal actions were successful prior to backfilling the excavated areas with clean imported fill material and clean overburden soil. Verification testing would also be performed for the clean overburden removed from the berm and for areas of the Residential Property used for handling of impacted soil. The RAP Amendment includes protective measures that would be implemented during remedial activities to ensure that the handling, transportation, and disposal of hazardous materials impacted soil would not result in impacts to the public or environment. The protective measures include dust control (wetting of excavation and loading areas and haul routes, trackout prevention, using a street sweeper on public roads, limiting vehicle speeds, and covering soil stockpiles), decontamination of trucks and equipment (dry brushing and pressure washing), and asbestos air monitoring to ensure that dust control measures are adequate and asbestos laden dust is not migrating off-site. A Soil Contingency Plan (SCP) is also included in the RAP Amendment to address the evaluation and handling of potentially contaminated soils that may be discovered during soil removal or other activities and that are not already governed by the RAP Amendment and associated documents. The SCP includes procedures for observation during construction, notification of regulatory agencies, soil management, sampling and analysis, decontamination, transportation, and disposal. The goal of the SCP is to manage human health and environmental concerns associated with soil contamination that may be discovered during excavation.⁵³

⁵² PES Environmental, 2018b, op. cit.

⁵³ Ibid.

Chapter 6.95 of the California Health and Safety Code establishes minimum Statewide standards for Hazardous Materials Business Plans (HMBPs), and requires businesses to prepare an HMBP if the business uses, handles, or stores a hazardous material and/or waste or an extremely hazardous material in quantities greater than or equal to: 55 gallons for a liquid, 500 pounds of a solid, 200 cubic feet for any compressed gas, or the threshold planning quantities of an extremely hazardous substance. HMBPs must include facility information, a Hazardous Materials Inventory Statement, an Emergency Response Plan, and an Emergency Response Training Plan. HMBPs have to be re-certified for completeness and accuracy every year, or updated and revised as necessary. The CCHS is the administrative agency that coordinates and enforces numerous local, State, and federal hazardous materials management and environmental protection programs in the City, including the HMBP program. If the proposed project would result in the storage of hazardous material in quantities greater than or equal to those listed above, the applicant would be required to prepare an HMBP and submit it to CCHS for review.

Compliance with existing regulations described above and implementation of protective measures and the SCP of the RAP Amendment would ensure that potential impacts from the routine transport, use, or disposal of hazardous materials during construction and operation of the proposed project would be less than significant.

Accidental Release of Hazardous Materials. An accidental release of hazardous materials (e.g., oils, fuels, solvents, paints, or contaminated soil) during project construction could result in exposure of construction workers, the public, and/or the environment to hazardous materials. As discussed above, the proposed project would be subject to the requirements of the Construction General Permit, which requires preparation and implementation of a SWPPP to reduce the risk of spills or leaks from reaching the environment, including procedures to address minor spills of hazardous materials. Measures to control spills, leakage, and dumping must be addressed through structural as well as nonstructural best management practices (BMPs), as required by the Construction General Permit. For example, equipment and materials for cleanup of spills must be available on site, and spills and leaks must be cleaned up immediately and disposed of properly. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

As discussed above, the transportation of hazardous materials is subject to both RCRA and DOT regulations. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill), and is responsible for the discharge cleanup.

Phase 1. Implementation of protective measures and the SCP of the RAP Amendment would ensure that the handling, transportation, and disposal of hazardous materials impacted soil would not result in accidental releases that could impact to the public or environment during berm removal or in the case that contamination or suspected contamination is identified during construction of the campus site.

Some soil contaminants, including metals and asbestos, cannot be readily identified by visual observation; therefore soil impacted by contaminants that may be disturbed during

construction may not necessarily be identified as contaminated or suspect contaminated soil, and therefore the requirements of the SCP may not be adequate to ensure protection of the public and environment from contaminants in soil.

As discussed in section 4.5.1.1 above, the 2017 Investigation⁵⁴ of the campus site identified asbestos at a concentration of 0.25 percent in one soil sample, which exceeds the RAP cleanup goal. Based on this finding, it is possible that soil impacted with asbestos at concentrations above the RAP cleanup goal may be present in other areas of the campus site that were not previously tested or remediated. The RAP cleanup goal for asbestos was established to ensure that asbestos is not present at detectable levels in soil/fill materials in any areas of the campus site where residences were to be constructed, and the RAP indicated that asbestos analysis was to be performed using transmission electron microscopy (TEM).⁵⁵ The post remediation confirmation sampling for asbestos was performed using pulverized light microscopy (PLM), which has higher detection limits than TEM. The laboratory reports included in the Remedial Action Completion Report⁵⁶ indicate that some samples may contain asbestos fibers below the resolution limit of PLM, and recommend that samples that are reported as non-detect or less than the limit of detection undergo additional analysis via TEM. While the majority of the confirmation samples were reported as non-detect for asbestos (using PLM), many samples were reported to contain asbestos at less than 0.25 percent or less than 1 percent (the limits of detection of for the asbestos analysis), and TEM analysis was not performed on the confirmation samples.⁵⁷

Due to the lack of historical metal usage, metals were not included in the suite of analyses performed on soil samples collected at the campus site in the past.⁵⁸ Areas of the campus site that were not excavated as part of the past remediation activities are covered in a layer of historically placed fill material of unknown quality. Fill materials historically placed along the margins of San Francisco Bay often contain contaminants including metals such as lead. Other potential sources of metals on the campus site included the past presence of rail spurs (which are commonly associated with arsenic contamination) and former buildings that may have had lead paint. Because metals have not been tested in soil on the campus site, it is possible that areas of the campus site that were not previously remediated may be impacted with metals in shallow soil. If appropriate soil management practices are not performed during construction of the campus site, the disturbance of soil that is potentially impacted by hazardous materials could cause the release of contaminants into the environment as fugitive dust, and could result in exposure of the public to hazardous materials.

Impact HAZ-1: The disturbance of potentially contaminated soil on the campus site could release hazardous materials into the environment. (S)

⁵⁴ Arcadis, 2017b, op. cit.

⁵⁵ ERM, 2006, op. cit.

⁵⁶ LFR, 2008, op. cit.

⁵⁷ Ibid.

⁵⁸ ERM, 2006, op. cit.

Mitigation Measure HAZ-1: The Applicant shall coordinate with DTSC regarding the findings of recent and past environmental investigations to determine whether additional investigation, remediation, or soil management requirements may be necessary prior to allowing the campus site to be developed as a school facility. The coordination with DTSC shall include the identification of the appropriate numerical thresholds for further assessment or remedial action at the campus site. At a minimum, a Soil Management Plan (SMP) shall be developed for the construction of the campus site that shall include procedures for evaluating, handling, storing, testing and disposing of soil generated during project excavation and grading activities. Materials generated from excavation and grading activities throughout the campus site shall be tested for potential contaminants, and the analytical results shall meet applicable regulatory screening levels in order to re-use the materials as fill on-site. The SMP shall also include guidelines for the testing and acceptance of fill materials to be imported to the campus site. The SMP shall be submitted to DTSC for review and approval. Soil management activities shall be documented in a completion report to be submitted to DTSC for review. The SMP and completion report shall be prepared by a certified environmental professional. (LTS)

As discussed in section 4.5.1.1 above, soil and groundwater contamination is present below a depth of approximately 5 feet bgs in the Soil Management Area of the campus site. The proposed project would likely involve the disturbance of contaminated soil and groundwater in the Soil Management Area for construction of foundation features and potentially for installation of utilities. The DTSC-issued Covenant for the campus site requires preparation and implementation of a DTSC approved SMP for activities that would disturb contaminated soil and/or groundwater within the Soil Management Area.⁵⁹ Implementation of a DTSC-approved SMP would ensure that the proposed project would not result in an accidental release of hazardous materials due to disturbance of contaminated soil and/or groundwater within the Soil Management Area.

A post remediation soil vapor investigation was also conducted within the Soil Management Area and southwestern portion of the campus site to evaluate the potential hazard of vapor intrusion from groundwater for future residential development.⁶⁰ Based on the results of the soil vapor investigation and human health screening evaluation for the vapor intrusion pathway, estimated risks and hazards were below regulatory cancer and non-cancer targets associated with residential land use.⁶¹ As discussed in section 4.5.1.1 above, the concentrations of VOCs detected in soil gas and groundwater during the 2008 post-remediation sampling exceeded the current ESLs⁶² for vapor intrusion at multiple locations at the campus site, including near the southwest corner for the campus site, and within and near the Soil Management Area. The 2017 Investigation did not include

⁵⁹ Department of Toxic Substances Control, 2009b, op. cit.

⁶⁰ LFR, 2008, op. cit.

⁶¹ Department of Toxic Substances Control, 2009b, op. cit.

⁶² San Francisco Bay Regional Water Quality Control Board, 2016, op. cit.

soil gas sampling within the Soil Management Area⁶³ where significant concentrations of BTEX compounds (exceeding current vapor intrusion ESLs) were detected in soil gas during the 2008 post-remediation sampling. Construction of structures in the southwest portion of the campus site and in the Soil Management Area could potentially expose future site occupants to hazardous materials as a result of vapor intrusion to indoor air. Construction of utilities through the Soil Management Area could also create preferential pathways for the migration of soil vapor into structures and to other areas of the campus site.

Impact HAZ-2: Construction of structures in areas where VOC contamination is present in the subsurface could potentially expose future site occupants to hazardous materials in indoor air and/or allow soil gas to migrate along preferential pathways. (S)

Mitigation Measure HAZ-2: Soil vapor mitigation systems shall be designed, installed, operated and maintained in proposed structures under the oversight of DTSC unless additional investigation of soil gas and groundwater conditions is performed in the Soil Management Area under DTSC oversight, and an evaluation under DTSC oversight of the results of the additional investigation and past investigations demonstrates that vapor intrusion does not pose an unacceptable health risk for future site occupants based on current environmental screening levels and/or an updated human health risk assessment for the evaluation of vapor intrusion to indoor air. (LTS)

Phase 2. Construction of the sports facility would involve demolition of existing structures on the westernmost property of the City Parcels, which may contain lead-based paint (LBP), ACMs, and PCBs containing materials and equipment. If these hazardous building materials were not appropriately abated and disposed of, demolition of the existing structures could result in the release of these hazardous building materials into the environment and exposure of construction workers and the public.

Impact HAZ-3: Construction period activities could result in accidental releases of hazardous building materials that could result in impacts to construction workers, the public, and/or the environment. (S)

⁶³ Arcadis, 2017b, op. cit.

Mitigation Measure HAZ-3: Prior to demolition activities, a Hazardous Building Materials Survey (HBMS) shall be performed by an appropriately certified environmental professional which shall identify whether ACMs, PCBs, LBP, or other hazardous materials are present in the existing structure on the project site. Specification for the abatement and disposal of identified hazardous materials in accordance with applicable regulations shall be prepared by an appropriately certified environmental professional. The HBMS and abatement specifications shall be submitted to the City for review and approval prior to the start of abatement activities. Abatement activities shall be performed by appropriately certified personnel in accordance with all applicable laws and regulations and documented in a Closeout Report prepared by an environmental professional who shall oversee the abatement activities. The Closeout Report shall be submitted to the City for review and approval prior to the issuance of a demolition permit. (LTS)

As discussed in section 4.5.1.1 above, contaminated soil and groundwater has been identified in areas throughout the sports facility site, and the sources, magnitude, and extent of contamination has not been adequately defined. The only portions of the sports facility site that have been investigated and remediated under the oversight of a regulatory agency are the northern portion of the Access Parcel that is part of the “Capped Property” which is subject to the requirements of the DTSC-issued Covenant for the North Parcel, including the requirements that any disturbance of the cap be performed in accordance with a DTSC-approved SMP;⁶⁴ a LUST case in the western portion of the City Parcels was closed by the Regional Water Board in 1997 and residual soil contamination from gasoline may remain;⁶⁵ and the Tesoro Property, which has an open case under the oversight of the Regional Water Board related to above ground impacts from past coke storage and handling operations.⁶⁶ The Regional Water Board has not provided oversight for the investigations of subsurface (soil and groundwater) contamination identified on the Tesoro Property which appears to be related to various past industrial uses, and not just the past coke storage and handling operations.

The disturbance and potential improper management of contaminated soil and/or groundwater during construction could cause the release of contaminants into the environment, and could result in exposure of the public to hazardous materials. Additionally, construction of structures in areas where VOC contamination is present in the subsurface could potentially expose future site occupants to hazardous materials in indoor air as a result of vapor intrusion.

Impact HAZ-4: The proposed project could result in accidental releases of hazardous materials into the environment and exposure of the public to hazardous materials due to the presence of contaminated soil and groundwater on the sports facility site. (S)

⁶⁴ Department of Toxic Substances Control, 2007, op. cit.

⁶⁵ Fugro, 2008, op. cit.

⁶⁶ State Water Resources Control Board, 2018a, op. cit.

Mitigation Measure HAZ-4: The Applicant shall engage with DTSC or the Regional Water Board to provide oversight of additional investigation and remediation of contamination on the sports facility site. All documentation of previous environmental investigations/remediation for the properties within the sports facility site shall be provided for regulatory agency review. Additional investigation, remediation, and soil and groundwater management on the sports facility site shall be performed under regulatory agency oversight. The Applicant shall demonstrate to the City that regulatory agency approval has been provided for the proposed development of the sports facility site prior to the City issuing grading or building permits for the sports facility site. (LTS)

Compliance with existing regulations, compliance with the requirements of the Covenant for the campus site (subject to modification by DTSC after completion of the berm removal, to allow school use of the Berm Property) and of the Covenant for the North Parcel (subject to modification by DTSC to allow school use on the Access Parcel), implementation of protective measures and the SCP of the RAP Amendment, and implementation of Mitigation Measures HAZ-1 through HAZ-4 would ensure that potential impacts of the proposed project associated with potential accidental releases of hazardous materials would be less than significant.

Hazardous Materials Near Schools. The project would not involve the storage or use of acutely hazardous materials during construction or operation of the project.

Phase 1. Marina Vista Elementary School, located at 50 East 8th Street, is approximately 1,200 feet west of the southern end of the campus site. Compliance with existing regulations and the requirements of the Covenant for the campus site, implementation of protective measures and the SCP of the RAP Amendment, and implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure that construction and operation of the campus site would result in less than significant impacts related to the emissions of hazardous materials within a quarter mile of a school.

Phase 2. Construction of the sports facility site (Phase 2) would occur after construction and occupation of the campus site, therefore the school facilities on the campus site would be located within a quarter mile of the sports facility site during its construction and operation. Compliance with existing regulations and the requirements of the Covenant for the North Parcel (as it relates to the Access Parcel), implementation of protective measures and the SCP of the RAP Amendment, and implementation of Mitigation Measures HAZ-3 and HAZ-4 would ensure that construction and operation of the sports facility site would result in less than significant impacts related to the emissions of hazardous materials within a quarter mile of a school.

Government Code Section 65962.5. The campus site is included on the DTSC Envirostor database⁶⁷ as a hazardous materials release site, a property in the western portion of the City Parcels (the former address of 391 East Third Street) is listed as a LUST site on the State Water Board's Geotracker database,⁶⁸ and the Tesoro Property (595 East 3rd Street) is included on a list of sites with active Cleanup and Abatement Orders issued by the State Water Board.⁶⁹ The campus site and portions of the sports facility site are therefore included on lists of hazardous materials release sites compiled pursuant to Government Code Section 65962.5.

Compliance with existing regulations, compliance with the requirements of the Covenant for the campus site and the Covenant for the North Parcel (as it relates to the Access Parcel), implementation of protective measures and the SCP of the RAP Amendment, and implementation of Mitigation Measures HAZ-1 through HAZ-4 would ensure that potential impacts of the proposed project associated with past releases of hazardous materials would be less than significant.

Emergency Response Plans. The streets adjacent to the project site that could be used for emergency evacuation/response include East 3rd Street, Harbor Street, and East 8th Street. The proposed project would result in increased traffic on roadways near the project site which could delay vehicles performing emergency response/evacuation. As described in Section 4.1, Transportation and Circulation, the proposed project would be required to implement mitigation measures involving improvements to off-site roadways (e.g., fund signal timing adjustment, fund/install new signals, and construct new turning lanes and traffic lanes) which would reduce potential traffic delays on roadways near the project site to less-than-significant levels. Closure of traffic lanes may be required during the off-site roadway improvements discussed above; however, compliance with traffic control requirements imposed by the City for the permitting of temporary closure of street areas would ensure that appropriate emergency access is maintained at all times during construction activities. The City's Emergency Operations Plan⁷⁰ establishes emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of the duties for emergency response and recovery procedures. The Emergency Operations Plan identifies the Pittsburg Unified School District (PUSD) as a supporting agency with the primary responsibilities of providing care and shelter and facilities, and outlines how the City coordinates with PUSD to plan for and respond to emergencies. The City's Hazard Mitigation Plan⁷¹ outlines specific actions implemented at PUSD facilities to mitigate hazards (e.g., fire and evacuation drills). The proposed project would become part of PUSD, and therefore would comply with the City's Emergency Operations Plan and Hazard Mitigation Plan, and would not conflict with or impair implementation of these plans.

⁶⁷ State of California Department of Toxic Substances Control, 2018. Envirostor Web Page for 420 East 3rd Street, Pittsburg, CA 94565, Contra Costa County. Website: www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=07390022 (accessed July 12).

⁶⁸ State Water Resources Control Board, 2018b. GeoTracker Webpage for 391 East Third Street, Pittsburg, CA, Contra Costa County. Website: geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300043 (accessed August 17, 2018).

⁶⁹ Cal/EPA, 2018. List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from Water Board. Website: calepa.ca.gov/SiteCleanup/CorteseList (accessed July 12).

⁷⁰ Pittsburg, City of, 2014. *Emergency Operations Plan*. August.

⁷¹ Pittsburg, City of, 2017. *Hazard Mitigation Plan*. February.

4.5.2.3 Cumulative Impacts

As discussed above, accidents involving hazardous materials releases or disturbance of soil and groundwater that may be impacted with hazardous materials during construction activities could result in adverse effects to construction workers, the public, or the environment. Occurrence of a cumulative effect would require that multiple projects release hazardous materials at the same time in close proximity to each other. Compliance with existing regulations, compliance with the requirements of the Covenant for the campus site and the Covenant for the North Parcel, implementation of protective measures and the SCP of the RAP Amendment, and implementation of Mitigation Measures HAZ-1 through HAZ-4 would ensure that potential construction period impacts associated with releases of hazardous materials or disturbance of soil and groundwater that may be impacted with hazardous materials are less than significant at a project level. Each site, including the proposed project, would be required to comply with existing hazardous materials regulations to reduce the risk of impacts associated with hazardous materials releases. Therefore, the potential for impacts associated with hazardous materials releases from the proposed project to combine with impacts associated with hazardous materials releases from other sites is not cumulatively considerable.

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5.0 CEQA-REQUIRED ASSESSMENT CONCLUSIONS

As required by CEQA, this chapter discusses the following types of impacts that could result from implementation of the proposed project: growth-inducing impacts; significant irreversible changes; effects found not to be significant; and significant unavoidable effects. Consistent with Appendix F of the CEQA Guidelines, an assessment of the potential energy impacts resulting from implementation of the proposed project has been prepared and is included as Appendix F of this EIR.

5.1 GROWTH INDUCEMENT

A project is considered growth-inducing if it would directly or indirectly foster substantial economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or industrial parks in areas that are only sparsely developed or are underdeveloped. Typically, development projects on sites that are designated for development and are surrounded by existing suburban uses are not considered adversely growth-inducing because growth in areas that already have development and infrastructure available to serve new development are generally considered environmentally beneficial.

Implementation of the proposed project would result in the development of a new K-12 school and sports facility, and would serve existing population within the City and Contra Costa County. Therefore, implementation of the proposed project would not result in growth-inducing effects. The proposed project would not foster economic or population growth beyond such growth already planned for within the region. The project site is located within a developed area fully served by public utilities. The project site is bordered by existing residential, industrial, and park uses, as well as open waters. The proposed project would not remove any obstacles that would help facilitate growth that could significantly affect the physical environment.

Indirect population growth associated with the proposed project could occur in association with job creation. The economic stimulus generated by construction of the proposed project could result in the creation of new construction-related jobs in the region. In addition, the construction of a new K-12 school and sports facility would generate approximately 220 employees. However, the jobs created during the construction and operation of the proposed project would not be substantial in the context of job growth in the City and the region. The Association of Bay Area Governments (ABAG) projects that total job growth within the City would increase from 15,922¹ to 18,140² by 2030. The proposed project's employment would represent about 10 percent of this growth at full enrollment. Because this increase would be small, the regional supply of housing would be expected to accommodate any indirect demand for housing generated by future employees over the 8-year period in which students and staff are added. As such, the proposed project would neither directly nor indirectly lead to substantial or unforeseen economic or population growth.

¹ Pittsburg, City of, 2018. Demographics Data. Website: www.ci.pittsburg.ca.us/index.aspx?page=869 (accessed August 3, 2018).

² Association of Bay Area Governments, 2013. *Projections 2013*.

5.2 SIGNIFICANT IRREVERSIBLE CHANGES

An EIR must identify any significant irreversible environmental changes that could result from implementation of a proposed 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. CEQA requires that irretrievable commitments of resources should be evaluated to assure that such consumption is justified. The CEQA Guidelines describe three distinct categories of significant irreversible changes: (1) consumption of non-renewable resources; (2) changes in land use that would commit future generations; and (3) irreversible changes from environmental accidents.

5.2.1 Consumption of Nonrenewable Resources

Consumption of nonrenewable resources includes conversion of agricultural lands, loss of access to mining reserves, and use of non-renewable energy sources. The project site is located within a developed area of the City; no agricultural land would be converted to non-agricultural uses. The project site does not contain known mineral resources and does not serve as a mining reserve.

Construction of the proposed project would require the use of energy, including energy produced from non-renewable resources. Energy consumption would occur during the operational period of the proposed project due to the use of automobiles, lighting and appliances. However, the proposed project would incorporate energy-conserving features, as required by California Energy Code Title 24 and City policies.

The proposed project would not require the construction of major new lines to deliver energy as electric service is already provided in the area. Therefore, the proposed project would not result in a significant impact associated with the consumption of nonrenewable resources.

5.2.2 Changes in Land Use Which Would Commit Future Generations

The project site is located in North Pittsburg, and is surrounded by residential, industrial, and park uses, as well as open water. The approximately 37.98-acre project area consists of seven individual parcels located between 374 and 798 East 3rd Street. Construction of the proposed project would occur on land that is designated for urban uses. Therefore, the proposed project would not commit future generations to a significant change in land use.

5.2.3 Irreversible Changes from Environmental Accidents

No significant irreversible environmental damage, such as what could occur as a result of an accidental spill or explosion of hazardous materials, is anticipated due to implementation of the proposed project. Furthermore, compliance with federal, State, and local regulations and implementation of recommended mitigation measures would reduce to a less-than-significant level the possibility that hazardous substances within the project site would cause significant environmental damage.

5.3 SIGNIFICANT UNAVOIDABLE AND CUMULATIVE IMPACTS

An EIR shall describe any significant impacts, including those, which can be mitigated but not reduced to a level of insignificance. An EIR shall also discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in the CEQA Guidelines. Where a lead agency examines a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

5.3.1 Significant Unavoidable Impacts

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

- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under existing conditions.
- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.
- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.

5.3.2 Cumulative Impacts

For the less than significant impacts identified in the Initial Study (Appendix B) and summarized below in Section 5.4, impacts would be individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects.

For those topics examined in Chapter 4.0, a detailed analysis of the project's cumulative impacts is included in each of the topical sections provided in that chapter. A brief summary of the potential cumulative effects for those topics is provided below.

5.3.2.1 Transportation

As described in Section 4.1, Transportation, the traffic operations were analyzed using year 2040 cumulative traffic volumes based on planned and approved projects in the Countywide Travel Demand Model, plus the trips from the proposed project (Phase 1). Implementation of the proposed project would result in significant traffic impacts at several locations under Cumulative Plus Project Conditions. Three of these impacts remain significant and unavoidable even with implementation of mitigation measures. Therefore, the project's contribution to cumulative traffic impacts remain cumulatively considerable.

5.3.2.2 Air Quality

Implementation of the proposed project would not generate significant operational emissions. As shown in the project-specific air quality impacts discussion in Section 4.2, Air Quality, the proposed project would not result in individually significant impacts and therefore the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

5.3.2.3 Greenhouse Gas Emissions

The analysis of impacts related to greenhouse gas is inherently cumulative. The proposed project would have less-than-cumulatively considerable construction greenhouse gas emissions. In addition, the proposed project would not conflict with applicable Statewide action measures. However, as discussed in Section 4.3, Greenhouse Gas Emissions, the project's operational-related greenhouse gas emissions would exceed the BAAQMD's numeric threshold of 1,100 metric tons CO₂e per year. Implementation of Mitigation Measures GHG-1a and GHG-1b would reduce operational greenhouse gas emissions to less than significant. Therefore, greenhouse gas emission impacts associated with operation of the proposed project would not be cumulatively considerable.

5.3.2.4 Noise

As described in Section 4.4, Noise, the largest increase in traffic-related noise as a result of the proposed project would be on Third Street and Harbor Street adjacent to the project site, with up to a 3.6 dBA increase under Cumulative Plus Project conditions. The resulting noise level along Third Street would be 57.1 dBA L_{dn} and the resulting noise levels along Harbor Street would be 60.8 dBA L_{dn}. This noise level increase would exceed the 3 dBA increase considered to be perceptible by the human ear in an outdoor environment; however the resulting noise levels would be within the normally acceptable exterior noise level for school land uses and within the conditionally acceptable exterior noise level for residential land uses. Therefore, cumulative traffic-related on-site noise impacts would be less than significant.

A significant cumulative impact would also occur if implementation of the proposed project would result in any permanent increase of 3 dBA or more in ambient noise levels at the existing sensitive receptors in the project site vicinity that are currently exposed to noise levels above the City's normally acceptable threshold for that type of land use. Long-term operation of the proposed project would not create a significant increase in stationary source noise, including noise associated with outdoor play and assembly, parking lot activities, and HVAC equipment. Therefore, noise associated with project operation would not make a cumulatively considerable contribution to the cumulative noise environment in the project site vicinity and this impact would be less than significant.

With implementation of Mitigation Measure NOI-2, the proposed project would not result in adverse noise impacts from construction activities. In addition, construction-related noise impacts would be temporary and would no longer occur once construction of the proposed project is completed. Therefore, construction activities would not make a cumulatively considerable contribution to the cumulative noise environment in the project site vicinity and this impact would be less than significant.

5.3.2.5 Hazards and Hazardous Materials

Occurrence of a cumulative effect would require that multiple projects release hazardous materials at the same time in close proximity to each other. Each site, including the proposed project, would be required to comply with existing hazardous materials regulations to reduce the risk of impacts associated with hazardous materials releases. Therefore, the potential for impacts associated with hazardous materials releases from the proposed project to combine with impacts associated with hazardous materials releases from other sites is not cumulatively considerable.

5.4 EFFECTS FOUND TO BE NOT SIGNIFICANT

The Notice of Preparation (NOP) was published on August 15, 2018, and a public scoping session was held on September 6, 2018, to solicit comments from the public about the scope of this EIR. Written comments received on the NOP were considered in the preparation of the final scope for this document and in the evaluation of the proposed project (and are included in Appendix A).

Based on the findings of the Initial Study and discussions with City staff, the environmental topics analyzed in Chapter 4.0, Setting, Impacts, and Mitigation Measures represent those topics which may generate the greatest potential controversy and expectation of adverse impacts. As discussed in more detail in the Initial Study (Appendix B), the following topics would not generate adverse impacts and are, therefore, addressed briefly in this EIR. A summary of the conclusions provided in the Initial Study analysis for each of the topics where the project would have a less than significant impact is provided below.

5.4.1 Aesthetics

The proposed project would not result in any change in views of or from the hills to the south or the Suisun Bay/Sacramento River Delta to the north. Overall, the proposed project would represent an improvement to visual quality and character of the site through the development of a cohesive K-12 campus and sports facility with opportunities for public recreation. The development review process and compliance with the Building Code and Title 24 standards would ensure that light and glare impacts from the proposed project would not affect scenic views in the area. In addition, the proposed project would be required to comply with City ordinances and regulations governing development design standards and thus would not degrade the existing visual character or quality of the project area and its surroundings. No other pending projects would be located in the project area and, therefore, the proposed project would not combine with other projects to create a cumulative aesthetic impact.

5.4.2 Agriculture and Forestry Resources

The project area and vicinity are located within an urban area in the City of Pittsburg. The project area is within the RMD-O, CP, WC, and IG zoning districts and is classified as "Urban and Built-Up Land" by the State Department of Conservation.³ The project area is not used for agricultural production nor does it support forestry resources. Therefore, the proposed project would not impact or contribute to any cumulative impacts related to agricultural and forestry resources.

³ California, State of, 2016. Department of Conservation. California Important Farmland Finder. Website: maps.conservation.ca.gov/dlrp/ciff (accessed June 22, 2018).

5.4.3 Biological Resources

A total of 76 special-status species have been recorded within the vicinity of the project area, 72 of which were identified in the California Natural Diversity Database (CNDDDB). Based on the historical industrial land use on the project area and its surroundings, the potential for occurrence of 68 of the target species can be ruled out due to habitat conditions or geographic location. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to burrowing owls to a less-than-significant level. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to white-tailed kites, Suisun song sparrows, and loggerhead shrikes and all other migratory birds to a less-than-significant level. The campus site is comprised of two non-sensitive biological communities: ruderal non-native grasslands and developed or paved areas. Therefore, Phase 1 of the proposed project would have no impact related to riparian habitats or other sensitive natural communities.

The sports facility site contains two features that meet the three-parameter test for potential wetlands. One feature was identified in an excavated depression along the northern edge of a concrete slab and is approximately 0.01 acres in size. The second feature was identified along a fence line in the northwest portion of the sports facility site and is also approximately 0.01 acres in size. An Aquatic Resources Delineation Report⁴ prepared for the proposed project determined that the two features were created incidental to construction activities for the purpose of site demolition and remediation. Therefore, Phase 2 of the proposed project would have a less-than-significant impact related to wetlands.

Several portions of the project area contain trees that could potentially be protected. While many of the trees are located outside of the boundaries of the project area, their root system and driplines, which are protected, may be affected by construction activities associated with the proposed project. Implementation of Mitigation Measure BIO-3 would ensure that impacts to protected trees would be reduced to a less-than-significant level.

The majority of the project area is located within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). The project area is mapped as "Urban" in the HCP/NCCP, and therefore development and mitigation fees would not be required. If the project applicant desires take coverage under the HCP/NCCP, then a Planning Survey Report (PSR) would be required, and the survey requirements and avoidance minimization measures in the HCP/NCCP would apply to the proposed project. Therefore, the proposed project would not conflict with the provisions of an adopted conservation plan, and this impact would be less than significant.

Impacts related to biological resources would be less than significant and the proposed project would not make a cumulatively considerable contribution to cumulative impacts on biological resources in the area.

5.4.4 Cultural Resources

The archaeological potential of the campus site is low based on the results of a previous excavation. Excavation at the sports facility site could unearth precontact or historic-period archaeological

⁴ WRA Environmental Consultants, 2018. *Aquatic Resources Delineation Report*. September 25.

deposits, thereby causing a potential substantial adverse change in the significance of a historical resource as defined in California Environmental Quality Act (CEQA) Guidelines Section 15064.5. Implementation of Mitigation Measure CULT-1 would reduce the potential impact on historical and archaeological resources to a less-than-significant level.

Although the project area has no documentation that suggests paleontological resources are present within Pittsburg or the project area, construction activities could uncover paleontological resources beneath the surface. Implementation of Mitigation Measure CULT-2 would ensure that potential impacts to paleontological resources would be reduced to a less-than-significant level.

There are no known historic-period human burials at the project area. Background research conducted for the Initial Study at the North West Information Center did not identify recorded Native American skeletal or cremated remains at or adjacent to the project area. In the event that human remains are identified during project construction, these remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, as appropriate.

Impacts related to cultural resources would be less than significant. No other pending projects would be located in the project area; therefore, the proposed project would not combine with other projects to create a cumulative impact on cultural resources.

5.4.5 Geology and Soils

The project area is not located within or adjacent to an Alquist-Priolo Earthquake Fault zone and is therefore not subject to fault rupture. Compliance with the applicable Building Code and the implementation of Mitigation Measure GEO-1 would ensure that potential impacts associated with seismic hazards and unstable soils, including liquefaction, lateral spreading, surface settlement, and landslides would be less than significant. Additionally, implementation of Mitigation Measure GEO-2 would ensure that the potential impacts associated with settlement due to compressible soil would be less than significant. The proposed project would be required to implement a Stormwater Pollution Prevention Plan to ensure that impacts associated with soils erosion would be reduced. Finally, the proposed project would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, impacts related to geology and soils would be less than significant and the proposed project's contribution to any potentially significant cumulative impacts would not be cumulatively considerable.

5.4.6 Hydrology and Water Quality

The proposed project would disturb greater than 1 acre of land, and therefore would be required to obtain coverage under the Construction General Permit (State Water Board Order 2009-0009-DWQ (General Permit)). On-site construction activities subject to the General Permit include clearing, grading, excavation, and soil stockpiling. The General Permit also requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and construction materials and must include a list of Best Management Practices (BMPs) to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures.

Groundwater levels on the project area have been measured to be as shallow as approximately 2 feet below the ground surface at the sports facility site, and approximately 4 feet below the ground surface at the campus site, therefore, dewatering may be required during construction activities involving excavation. Any groundwater dewatering would be limited in duration (i.e., during construction) and the discharge of dewatering effluent would be subject to permits from the Delta Diablo Sanitation District or the San Francisco Bay Regional Water Quality Control Board (RWQCB), depending if the discharge were to the sanitary sewer or storm drain system, respectively.

Shoreline stabilization would be required to prevent potentially significant damage to proposed project improvements from seismically-induced lateral spreading, and the shoreline stabilization may be performed using deep soil mixing (DSM). Implementation of Mitigation Measure HYD-1 and compliance with existing regulations described above would ensure that the proposed project would result in less-than-significant impacts to water quality during construction.

During the operational phase of the proposed project, pollutants associated with vehicles (e.g., fuel, oil/lubricants, brake dust, and fallout from exhaust) would be deposited on the surface of parking areas and driveways which would contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. Debris and particulates that gather on impervious surfaces such as paved play areas and roofs of buildings can also add heavy metals and sediment to the pollutant load in runoff. In addition, landscape maintenance activities may involve the use of chemicals such as pesticides/herbicides and fertilizers, which could also impact the quality of stormwater runoff. Long-term degradation of runoff water quality from the project area could adversely affect water quality in the receiving waters. Required compliance with Provision C.3 of the MRP would ensure that the proposed project would result in less-than-significant impacts to water quality during operation.

Although the proposed project would result in a net increase in impervious surface coverage of approximately 14.5 acres compared to the existing condition, the proposed project would include the use of LID stormwater management systems including bioretention planters and self-retaining stormwater treatment areas to comply with Provision C.3 of the MRP, which would allow for the infiltration of runoff into the ground surface. Additionally, there is a layer of clay underlying the project area that, under existing conditions, acts as a barrier to the infiltration of rainwater to deeper aquifers that could potentially be used as a water source. The proposed project would not use local groundwater supplies. As discussed above, dewatering of excavations could occur during construction activities. Any dewatering would be temporary and affect only the uppermost water-bearing zone.

While the project would result in changes to drainage patterns, no river or stream course would be altered. The proposed project would be required to comply with State regulations for stormwater quality, including the Construction General Permit during construction of the proposed project, and Provision C.3 of the MRP during operation of the proposed project.

The proposed changes in drainage patterns would increase runoff compared to the existing condition, which could result in exceeding the capacity of existing stormwater drainage systems and increase the likelihood of flooding conditions on- and off-site. Implementation of Mitigation

Measures HYD-2 and HYD-3 would ensure that the proposed project would result in less-than-significant impacts related to flooding from altering drainage patterns and placement of fill and improvements over existing storm drainage facilities.

The majority of the sports facility site is located within a special flood hazard area mapped by the Federal Emergency Management Agency (FEMA) as a 100-year flood hazard zone with a base flood elevation of 11 feet referenced to the North American Vertical Datum of 1988 (NAVD88). Although the project area is not within a regulated floodway, the base flood elevations mapped by FEMA in the vicinity of the project site decrease from the east to the west, indicating that flood water would be flowing toward the west in the vicinity of the project area. The placement of fill material and structures on the sports facility site could therefore potentially impede or redirect flood flows, and alter the extent and depth of flooding in the vicinity of the project area. Implementation of Mitigation Measure HYD-4 would ensure that the proposed project would result in less-than-significant impacts, as defined by the City's Municipal Code section 15.80.040.1.d, related to placement of fill, structures and other improvements within a 100-year flood zone.

The project area is not protected from flooding by levees and would not alter a levee; therefore, the proposed project would not result in flooding impacts associated with levee failure. Dam safety is regulated by the State Department of Water Resources, Division of Safety of Dams. All large reservoirs in Contra Costa County have been investigated and many have been strengthened. There are no dams located in the areas up-gradient of the project area, and the proposed project would not alter a dam, therefore the proposed project would not result in flooding impacts associated with dam failure.

Tsunami inundation mapping has not been performed by California Emergency Management Agency for areas east of the Carquinez Strait, which indicates that the potential tsunami threat for the project area, which is located east of the Carquinez Strait, is not significant. There are no large water bodies upgradient of the project area, and due to the basin geometry and dimensions of the Bay, seiches pose a negligible hazard to the San Francisco Bay Area; therefore, the potential for the proposed project to be subject to inundation by seiches is less than significant. The area surrounding the project area does not contain very steep terrain, and there are no river or stream channels that could support and convey a mudflow in the vicinity of the project area. In addition, the proposed project would not exacerbate the likelihood of a mud-flow occurring.

Therefore, impacts related to hydrology and water quality would be less than significant. No other pending projects would be located in the project area; therefore, the proposed project would not combine with other projects to create a cumulative hydrological impact.

5.4.7 Land Use and Planning

The project area is located in an urban area and is surrounded by light industrial, residential and park uses. The proposed project would result in the removal of the containment berm on the project area, and the construction of a new school campus and sports facility to support the campus. Access to and through the project area would be modified; East 3rd Street may be reduced from four lanes to two, and a median may be added to Harbor Street. However, these modifications

would not substantially alter access to the project area or an established community in the vicinity of the project area.

The proposed project would involve the development of a new school campus and sports facility on the project area. As a part of the proposed project, a Class I trail would be constructed along Harbor Street between the 8th Street Greenbelt and the waterfront along the north side of the sports facility site. The project applicant would identify a program that would detail how and when the sports facility could be used by the public through a joint use agreement. The proposed project would include a landscaped slope, parking, and a drive aisle along the western border of the site, adjacent to existing residential uses. Although the proposed project would require a use permit for Phase 2, the proposed project would not substantially conflict with the intent of the City's General Plan and applicable zoning regulations.

Therefore, impacts related to land use and planning would be less than significant. Development of the proposed project, together with other development envisioned in the General Plan would allow for the efficient use of land and would not contribute to the division of an established community. Therefore, the proposed project would not combine with other projects to create a cumulative impact related to land use.

5.4.8 Mineral Resources

There are currently no significant mineral deposits or active mining operations within the City. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery site. Therefore, impacts related to mineral resources would be less than significant and the proposed project's contribution to any significant cumulative impacts would not be cumulatively considerable.

5.4.9 Population and Housing

New employees generated as a result of implementation of the proposed project would likely commute from surrounding communities or from within the City itself. New employees would not substantially induce population growth beyond what is already planned for, in the way that the extension of new roads or infrastructure would induce population growth. Construction workers are also expected to commute to the project area throughout the duration of the temporary construction period from surrounding areas or from within the City and would not generate demand for new housing or contribute to substantial population growth within the City or within the region.

The project area does not contain any housing or support other residential uses. No housing or residents would be displaced by the proposed project and the project would have no impact on housing or require construction of new housing.

Therefore, impacts related to population and housing would be less than significant and the proposed project's contribution to cumulative impacts would not be considerable.

5.4.10 Public Services

The City has established a Community Facilities District (CFD) to fund ongoing fire protection services (CFD 2017-1). CFD 2017-1 provides funding for increased fire protection and emergency services in the project area. Implementation of the proposed project would require the project area to be annexed into CFD 2017-1 in order to be served by the CCCFD. Implementation of Mitigation Measure PUB-1 would ensure that the project area would be annexed into CFD 2017-1.

The City has established a CFD to fund ongoing public safety services (CFD 2005-1). CFD 2005-1 provides funding for increased police coverage in the project area. Implementation of the proposed project would require the project area to be annexed into CFD 2005-1 in order to be served by the Police Department. Implementation of Mitigation Measure PUB-2 would ensure that the project area would be annexed into CFD 2005-1.

The proposed project would not increase the demand for school services within the PUSD; rather, the proposed school use would serve some existing demand for school services within the PUSD. The new school would also draw students from other school districts in the area.

Given that the proposed project would not increase population in the area, demand for parks or other public facilities would not substantially increase. Therefore, impacts related to public services would be less than significant and the proposed project's contribution to significant cumulative impacts would not be cumulatively considerable.

5.4.11 Recreation

The proposed project would not result in an increase in the residential population of the area and would serve the existing population within the City and PUSD. Additionally, the proposed project would include on-site recreational facilities, including the construction of a new sports facility that would be available to students of the proposed school and the public after school hours and on the weekends. The proposed project would not cause a substantial increase in use of existing neighborhood and regional parks. Therefore, impacts related to recreational facilities would be less than significant and the proposed project's contribution to significant cumulative recreation impacts would not be cumulatively considerable.

5.4.12 Tribal Cultural Resources

The City of Pittsburg mailed notification of this project in accordance with the provisions of Assembly Bill 52 (AB 52) to six Native American tribes in July 2018. Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of the letter. No requests for consultation were received. No tribal cultural resources have been identified on the campus site. As discussed above, the archaeological potential of the campus site is low based on the results of a previous excavation.

Proposed excavation at the sports facility site could potentially result in adverse effects to unanticipated tribal cultural resources. As noted above, remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, as appropriate.

Therefore, impacts related to tribal cultural resources would be less than significant and the proposed project's contribution to significant cumulative impacts would not be cumulatively considerable.

5.4.13 Utilities and Service Systems

The proposed project would result in an increase in wastewater generation compared to existing conditions and the increase in demand for wastewater treatment services would result in a 0.04 percent reduction in the available treatment capacity of the Wastewater Treatment Plant (WWTP). Therefore, wastewater generated from Phase 1 of the proposed project would not cause the Delta Diablo Sanitation District (DDSD) to violate any wastewater treatment requirements, and this impact would be less than significant. Phase 2 of the proposed project would be required to demonstrate that it would not exceed the wastewater treatment capacity of the Delta Diablo WWTP during the City's use permit process. The available capacity for wastewater treatment at the Delta Diablo WWTP is approximately 7.1 MGD, or 36 percent. Development at the project area was anticipated in the 2001 General Plan, which did not require an expansion of the Delta Diablo WWTP beyond that which was already planned.

The project area would be served by existing wastewater lines and would not require the construction of new wastewater facilities or the expansion of existing ones. An existing 18-inch sewer main is located within East 3rd Street and a 15-inch line along Harbor Street connects to the main. The proposed project would include connections to both the 15-inch line and the 18-inch sewer main via tie-ins. The proposed project would not substantially increase demand for water (please note that all fields would be covered in artificial turf), and would therefore not exceed the capacity of existing water treatment facilities. The project area is currently served by water infrastructure and an existing 16-inch water line located along Harbor Street. The proposed project would connect directly to existing mains, which have sufficient capacity to accommodate the proposed project.

Stormwater collection services are provided by the City of Pittsburg Public Works Department. Existing storm drainage infrastructure surrounding the project area includes a 48-inch storm drain pipe located along Harbor Street that transitions into a pair of 48-inch pipes at East 3rd Street. The proposed project would create or replace more than 10,000 square feet of impervious surface, and therefore would be required to utilize low impact development treatment measures. The proposed project would include self-treating areas, self-retaining areas, and bio-retention areas. The proposed project would increase runoff compared to the existing condition; however, implementation of Mitigation Measure HYD-2 would ensure that new or expanded stormwater drainage facilities would not be required.

It is assumed that water demand would be approximately 1.65 gpd per student. Therefore, Phase 1 of the proposed project would result in a demand of approximately 3,300 gpd. This expected demand would reduce the available capacity in 2025 by approximately 0.3 percent. In addition, the proposed project would comply with the California Green Building Standards Code and include low-flow urinals and plumbing fixtures, drought-tolerant landscaping, and other features that would reduce water demand. Therefore, the City would have a sufficient water supply to support Phase 1

of the proposed project and implementation of the proposed project would not require new or expanded entitlements for water supplies.

Phase 2 of the proposed project would result in an incremental increase in water demand at the project area. The proposed project would be required to demonstrate that sufficient water supplies would be available and that no new entitlements would be required during the City's use permit process. Development at the project area was anticipated in the 2001 General Plan, which did not require any new or expanded water entitlements beyond those already planned. Water demand at the proposed sports facility would be incremental as compared to the proposed school as all fields would be artificial turf, and would not require watering. Additionally, the City is undertaking projects to ensure future water supply including recycled water implementation, the CCWD Groundwater Project, and water transfers.

Assuming a solid waste generation of 0.6 pounds per person per day, Phase 1 of the proposed project would result in approximately 1,320 pounds, or 0.78 CY, of solid waste generated per day. Therefore, Phase 1 of the proposed project would generate approximately 284.7 CY of solid waste per year, which would decrease the remaining capacity of the Keller Canyon Landfill by less than 0.0005 percent per year. Phase 2 of the proposed project would result in an additional increase in solid waste generation at the project area. However, due to the fact that the Keller Canyon Landfill has a remaining capacity of approximately 63 million CY and is expected to remain in operation until at least December 2030, Phase 2 of the proposed project is not anticipated to generate enough solid waste to significantly impact available capacity. Additionally, the City does not require the expansion of any existing landfill under the anticipated growth expected under the General Plan.

The proposed project would be required to comply with federal, State, and local waste reduction and recycling regulations, particularly those contained in the California Integrated Waste Management Act of 1989 and the City's Construction & Demolition Debris Recycling, which requires the diversion of a minimum of 65 percent of the project's estimated debris, among other requirements.

Therefore, potential impacts related to utilities and service systems would be less than significant and the proposed project's contribution to significant cumulative impacts would not be cumulatively considerable.

5.4.14 Cumulative Impacts

As described above and in Section 5.3.2, for the less than significant impacts summarized above, impacts would be individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects.

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6.0 ALTERNATIVES

In accordance with CEQA and the CEQA Guidelines (Section 15126.6), an EIR must describe a range of reasonable alternatives to the project, or to the location of the project, that would “feasibly attain most of the project’s basic objectives, while avoiding or substantially lessening any of the significantly adverse environmental effects of the project.” The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice, even if those alternatives “impede to some degree the attainment of the project objectives, or would be more costly.” An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

The proposed project involves two phases: Phase 1 on the campus site, the removal and remediation of the berm and construction of a kindergarten through 12th grade school, and Phase 2 on the sports facility site, the design and construction of sports facilities to support the Making Waves Academy. In total, the new school campus would serve approximately 2,000 students and include 220 staff. The new school campus would operate from 7:00 a.m. to 6:30 p.m. Monday through Friday with some activities in the evening and on weekends. The proposed project would include open space, circulation and parking, infrastructure, soil remediation, and grading improvements on both sites. The sports facility would be located on one or more of the parcels that comprise the sports facility site and would be leased to the school operating the campus site.

The three alternatives to the proposed project that are discussed in this chapter include the following:

- CEQA requires the identification and analysis of a No Project alternative to allow decision-makers the opportunity to compare the impacts of approving the proposed project with the impacts of not approving the project. The **No Project** alternative assumes the continuation of existing conditions within the project area. No new school or recreational uses would be constructed, no remediation would occur, and no improvements would be made to existing infrastructure.
- The **Reduced Enrollment** alternative assumes that the maximum enrollment at the school would be reduced to approximately 1,300 students, resulting in a reduction in vehicle trips to and from the project area during peak hours of approximately 35 percent.
- The **Reduced Enrollment Plus Net Zero** alternative assumes that the project would incorporate various energy reduction strategies in order to achieve “net zero” energy buildings (e.g., buildings that generate 100 percent of their energy needs on-site). In addition, vehicle trips to and from the project area during peak hours would be reduced by a minimum of 35 percent, with the intent of reducing the overall operational emissions level below the BAAQMD threshold of 1,100 metric tons per year.

These alternatives represent a reasonable range of potential alternatives to the proposed project in light of the objective of reducing or avoiding environmental impacts identified in this EIR.

6.1 PROJECT OBJECTIVES AND IMPACTS

6.1.1 Project Objectives

Project objectives are identified in Chapter 3.0, Project Description. To assist in evaluating project alternatives, the objectives are repeated below.

- Provide a school campus that serves children from kindergarten through the 12th grade;
- Construct educational facilities that meet current needs and that are flexible enough to meet future needs;
- Provide state-of-the-art facilities that support core and extra-curricular educational and athletic activities for students;
- Provide high-quality local jobs for California teachers and educational staff;
- Provide for the ability to have state-of-the-art sports facilities that allow students to train for and participate in scholastic athletic competitions;
- Create a campus that allows students to advance from kindergarten through 12th grade in one place, but provides appropriate physical separation between children of different ages;
- Provide adequate on-site vehicular circulation space to accommodate drop-off and pick-up queues;
- Create a school large enough to offer a wide range of academic courses that support students of all abilities and interests; and
- Provide opportunities to maximize the use of the sports facilities by the City to assist in meeting the unmet community demand for fields, sports courts and pool facilities.

The purpose of this discussion of alternatives to the project is to enable City decision-makers to evaluate the project by considering how alternatives to the project as proposed might reduce or avoid the project's impacts on the physical environment.

6.1.2 Significant Impacts

The potential effects of the proposed project would be less than significant (with or without mitigation measures) or have no impact for the following topics: aesthetics; agricultural and forestry resources; air quality; biological resources; cultural resources and tribal cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; and utilities and service systems. Each of these topics is addressed in the topical section of the EIR, or in Chapter 5.0, Other CEQA Considerations, which incorporates information from Appendix B (Initial Study). For the proposed project, the following impacts associated with transportation and circulation and

greenhouse gas emissions are significant and unavoidable, and cannot be reduced to a less-than-significant level with implementation of mitigation measures:

- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under existing conditions.
- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.
- The project is projected to add traffic to the mixed-flow segment of Westbound SR 4 between Railroad Avenue and Bailey Road, that exceeds the delay index standard of 2.5 under Near-Term Without Project conditions.

6.2 ALTERNATIVES CONSIDERED BUT REJECTED

During the Notice of Preparation comment period, the City received verbal suggestions for the identification and evaluation of an off-site alternative to the proposed project at the scoping hearing (see Appendix A of this EIR). However, an alternative location was not considered for analysis because the applicant does not own or would not feasibly otherwise be able to gain control of a suitable vacant site within the City. The project site is one of the few available sites in Pittsburg that is large enough to accommodate a school and associated sports facilities.

Further, the proposed project is intended to meet the needs of students within the Pittsburg Unified School District; however, no other suitable vacant sites are located within the Pittsburg Unified School District boundaries. Therefore, no off-site alternatives were considered in this analysis.

6.3 NO PROJECT ALTERNATIVE

The following provides a description of the No Project alternative and its anticipated environmental impacts. The emphasis of the analysis is on comparing the anticipated environmental impacts of the No Project alternative to the environmental impacts associated with the proposed project. The discussion includes a determination of whether or not the No Project alternative would reduce, eliminate, or create new significant environmental impacts and would or would not meet the objectives of the project.

6.3.1 Principal Characteristics

The No Project alternative assumes that the proposed project would not be developed and the project area would generally remain in its current condition. The project site would continue to be vacant and would continue to contain the engineered berm that includes contaminated soils.

6.3.2 Analysis of the No Project Alternative

The potential impacts associated with the No Project alternative are described below. As discussed, while this alternative avoids the majority of the impacts that would result from implementation of the proposed project, the No Project alternative would not achieve the basic project objectives as it

would not provide a school campus or sports facilities to serve students from kindergarten through 12th grade.

6.3.2.1 Transportation and Circulation. The transportation network within, and in the vicinity of, the project site would remain unchanged with the No Project alternative. Improvements to pedestrian and bicycle circulation, particularly those that are proposed between the project site and the 8th Street Greenbelt and the staging area and Class 1 multi-use trail that would be constructed along the waterfront on the northern portion of the sports facility site, would not occur.

Because no development would occur on the project site, impacts identified for the proposed project related to transportation and circulation during the Existing, Near-Term, and Cumulative plus Project conditions would not occur. Specifically, the significant impacts associated with increased vehicle delay at the intersections of Harbor Street/Central Avenue (Intersection #11), Harbor Street/School Street (Intersection #12), Harbor Street/California Avenue (Intersection #13), and along the mixed-flow segment of Westbound State Route 4 (SR 4) between Railroad Avenue and Bailey Road would not occur and implementation of Mitigation Measures TRA-2, TRA-4, TRA-6, TRA-8, TRA-10, TRA-11, TRA-12, and TRA-14 would not be required.

Less-than-significant project-related impacts to vehicle delay, traffic hazards, air traffic patterns, public transit, pedestrian and bicycle facilities, and emergency vehicle access and circulation would also not occur with implementation of the No Project alternative. As such, Mitigation Measures TRA-1, TRA-3, TRA-5, TRA-7, TRA-9, TRA-13, TRA-15, TRA-16, TRA-17, TRA-18, TRA-19, TRA-20, TRA-21, TRA-22, and TRA-23 would not be required. Ultimately, the No Project alternative would avoid all impacts related to transportation and circulation associated with development of the proposed project.

6.3.2.2 Air Quality. Under the No Project alternative, construction activities at the project site would not occur and the potentially significant impacts associated with construction-period air quality emissions would not result; therefore, Mitigation Measure AIR-1 would not be required. The less-than-significant impacts related to the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan, local and regional operation-period air emission associated with vehicle trips, and odors would also not occur with implementation of the No Project alternative. Ultimately, implementation of the No Project alternative would avoid all impacts related to air quality associated with development of the proposed project.

6.3.2.3 Greenhouse Gas Emissions. Under the No Project alternative, no development would occur at the project site and no greenhouse gas emissions would be generated. Therefore, the significant and unavoidable impacts associated with energy and mobile source emissions during the operational period would not occur and Mitigation Measure GHG-1a would not apply. The less-than-significant impacts related to construction emissions and consistency with the applicable greenhouse gas reduction plan would also not occur with implementation of the No Project alternative. Ultimately, implementation of the No Project alternative would avoid all impacts related to greenhouse gas emissions associated with development of the proposed project.

6.3.2.4 Noise. Under the No Project alternative, construction activities at the project site would not occur and noise impacts associated with the location of school uses in an area that is generally considered a conditionally acceptable noise environment for school uses would not occur. Therefore, implementation of Mitigation Measure NOI-1 would not be required. Additionally, because no construction activities would occur, ambient noise levels in the project vicinity would not temporarily or periodically increase, and Mitigation Measure NOI-2 would not be required. Ultimately, implementation of the No Project alternative would avoid all impacts related to noise associated with development of the proposed project.

6.3.2.5 Hazards and Hazardous Materials. Under the No Project alternative, the project site would not be redeveloped and remediated, and the engineered berm with asbestos-containing material (ACM) and soil impacted by total petroleum hydrocarbons (TPH) would not be removed. The project site would remain in its current condition, and therefore the less-than-significant impacts associated with the potential release or exposure to hazardous materials would not occur and implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3, and HAZ-4 would not be required. However, under this alternative, existing hazardous conditions at the project site would not be remediated and underlying soils would continue to be contaminated. The less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, acutely hazardous materials near sensitive receptors, hazardous materials within a quarter mile of a school, emergency access and evacuation routes, and aviation hazards would also not occur with implementation of the No Project alternative.

6.3.2.6 Other CEQA Resources. Under the No Project alternative, no ground disturbance would occur and no construction would be required. Thus, potential impacts related to biological resources, cultural resources, hydrology and water quality, or public services and impacts associated with the site's geology would not occur. Similar to the proposed project, the No Project alternative would result in less than significant impacts without mitigation in the following resource areas: aesthetics, agriculture and forestry resources, land use and planning, mineral resources, population and housing, recreation, tribal cultural resources, and utilities and services systems and energy.

6.4 REDUCED ENROLLMENT ALTERNATIVE

The following provides a description of the Reduced Enrollment alternative and its anticipated environmental impacts. The Reduced Enrollment alternative has been defined in an effort to avoid or reduce the proposed project's traffic impacts described previously. The emphasis of the analysis is on comparing the anticipated environmental impacts of the Reduced Enrollment alternative to the environmental impacts associated with implementation of the proposed project. The discussion includes a determination of whether or not the Reduced Enrollment alternative would reduce, eliminate, or create new significant environmental impacts and would or would not meet the basic objectives of the project.

6.4.1 Principal Characteristics

Similar to the proposed project, the Reduced Enrollment alternative would result in development of the project site with the new school campus and sports facility. However, the total enrollment of the school would be reduced by 35 percent, from 2,000 students to approximately 1,300 students. The

35 percent reduction would be accomplished either by eliminating grade levels (e.g., no high school) or by reducing the number of students per grade level. As a result, the number of trips to and from the project site would be reduced by 35 percent. All other improvements proposed as part of the proposed project would generally occur under this alternative, including site remediation, open space, and circulation and infrastructure improvements.

6.4.2 Analysis of the Reduced Enrollment Alternative

The potential impacts associated with the Reduced Enrollment alternative are described below. As discussed, the Reduced Enrollment alternative assumes that the maximum enrollment at the school would be reduced by 35 percent resulting in a corresponding reduction in trips to and from the project area during peak hours as compared to the proposed project, resulting in reduced impacts related to transportation and circulation, air quality, and greenhouse gas emissions. Impacts related to hazardous materials and noise would generally be the same as the proposed project.

The Reduced Enrollment alternative would meet most of the project objectives, although to a lesser degree, due to the reduced enrollment required to meet the trip reduction goal. With a smaller enrollment, the school may not be able to serve children from kindergarten through 12th grade (as grade levels may need to be eliminated) or provide the range of activities and academic courses anticipated with the proposed project. Further, the smaller school size may not be sufficient to serve future demand for school facilities.

6.4.2.1 Transportation and Circulation. The Reduced Enrollment alternative would be similar to the proposed project in that it would involve the same level of development within the project area. Similar to the proposed project, the transportation network within, and in the vicinity of, the project site would be modified with development of the Reduced Enrollment alternative. Because some of the study intersections and segments that would be adversely affected by the proposed project are already operating at poor levels of service, nearly any additional traffic at these intersections would likely increase the vehicle delay beyond the City's established thresholds. Therefore, similar to the proposed project, the Reduced Enrollment alternative would result in significant and unavoidable impacts to Westbound SR 4 between Railroad Avenue and Bailey Road under Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project conditions. Additionally, similar to the proposed project, the impact to the intersection of Harbor Street and California Avenue (#13) would be significant. Therefore, Mitigation Measures TRA-2, TRA-4, TRA-6, TRA-8, TRA-12, and TRA-14 would still be required.

Under the Reduced Enrollment alternative, the intersection of Harbor Street and Central Avenue (#11) would not operate at an unacceptable level under Cumulative Plus Project conditions. Therefore this impact would be reduced from significant to less than significant and Mitigation Measure TRA-10 would not be required. Similarly, the intersection of Harbor Street and School Street (#12) would not operate at an unacceptable level under Cumulative Plus Project conditions. Therefore, this impact would be reduced from significant to less than significant and Mitigation Measure TRA-11 would not be required.

Less-than-significant project-related impacts to vehicle delay, traffic hazards, air traffic patterns, public transit, pedestrian and bicycle facilities, and emergency vehicle access and circulation would still occur with implementation of the Reduced Enrollment alternative. As such, Mitigation Measures TRA-1, TRA-3, TRA-5, TRA-7, TRA-9, TRA-13, TRA-15, TRA-16, TRA-17, TRA-18, TRA-19, TRA-20, TRA-21, TRA-22, and TRA-23 would still be required. Ultimately, implementation of the Reduced Enrollment alternative would avoid two significant impacts related to transportation and circulation associated with development of the proposed project and would not require implementation of Mitigation Measures TRA-10 and TRA-11.

6.4.2.2 Air Quality. Under the Reduced Enrollment alternative, construction activities at the project site would still occur and the potentially significant impact associated with construction-period air quality emissions would still occur; therefore, Mitigation Measure AIR-1 would still be required.

The less-than-significant impact related to local and regional operation-period air emissions associated with vehicle trips would be reduced as compared to the proposed project. Similar to the proposed project, the less-than-significant impacts related to BAAQMD's Clean Air Plan and odors would still occur. Ultimately, implementation of the Reduced Enrollment alternative would result in the same impacts related to air quality as the proposed project, with the exception of the less-than-significant impact related to air emissions associated with vehicle trips, which would be reduced.

6.4.2.3 Greenhouse Gas Emissions. Under the Reduced Enrollment alternative, development at the project site would still occur and greenhouse gas emissions would be generated. However, because trips to and from the project site would be reduced by a minimum of 35 percent, greenhouse gas emissions related to mobile source emissions during the operational period would be reduced from 1,264.7 metric tons per year to approximately 822 metric tons per year. Total operational emissions under the Reduced Enrollment alternative would be approximately 1,477.3 metric tons CO₂e per year, which would be above the BAAQMD threshold of 1,100 metric tons CO₂e per year. Therefore, this impact would remain significant and Mitigation Measures GHG-1a and GHG-1b would still apply. Construction emissions and consistency with the applicable greenhouse gas reduction plan, 2017 Scoping Plan, and Plan Bay Area 2040 would be the same as the proposed project. Ultimately, implementation of the Reduced Enrollment alternative would have less impacts related to greenhouse gas emissions associated with the development of the proposed project, but would still require mitigation.

6.4.2.4 Noise. Under the Reduced Enrollment alternative, development at the project site would still occur and impacts associated with the location of school uses in an area that is generally considered a conditionally acceptable noise environment for school uses would still occur. Therefore, implementation of Mitigation Measure NOI-1 would still be required. Additionally, because construction activities would still occur, ambient noise levels in the project vicinity would still temporarily or periodically increase and Mitigation Measure NOI-2 would still be required. Ultimately, implementation of the Reduced Enrollment alternative would result in similar impacts related to noise associated with the development of the proposed project.

6.4.2.5 Hazards and Hazardous Materials. Under the Reduced Enrollment alternative, remediation and development would still occur, and the engineered berm containing ACMs and TPHs would still be removed. Therefore, because construction activities would still occur on the project site, the

potential release of, or exposure to, hazardous materials would still occur and Mitigation Measures HAZ-1, HAZ-2, HAZ-3, and HAZ-4 would still be required. The less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, acutely hazardous materials near sensitive receptors, hazardous materials within a quarter mile of a school, emergency access and evacuation routes, and aviation hazards would also still occur with implementation of the Reduced Enrollment alternative. Ultimately, the Reduced Enrollment alternative would have the same impacts related to hazards and hazardous materials as those associated with development of the proposed project.

6.4.2.6 Other CEQA Resources. Under the Reduced Enrollment alternative, construction activities would be the same as under the proposed project; however, fewer students would be enrolled during operation of the school campus. Potential impacts related to biological resources, cultural resources, hydrology and water quality, and public services and impacts associated with the site's geology would still occur and the same mitigation measures would be required. Similar to the proposed project, the Reduced Enrollment alternative would result in less than significant impacts without mitigation in the following resource areas: aesthetics, agriculture and forestry resources, land use and planning, mineral resources, population and housing, recreation, tribal cultural resources, and utilities and services systems and energy.

6.5 REDUCED ENROLLMENT PLUS NET ZERO ALTERNATIVE

The following provides a description of the Reduced Enrollment Plus Net Zero alternative and its anticipated environmental impacts. The Reduced Enrollment Plus Net Zero alternative has been defined in an effort to avoid or reduce the proposed project's greenhouse gas emissions impacts described previously. The emphasis of the analysis is on comparing the anticipated environmental impacts of the Reduced Enrollment Plus Net Zero alternative to the environmental impacts associated with implementation of the proposed project. The discussion includes a determination of whether or not the Reduced Enrollment Plus Net Zero alternative would reduce, eliminate, or create new significant environmental impacts and would or would not meet the basic objectives of the project.

6.5.1 Principal Characteristics

Similar to the proposed project, the Reduced Enrollment Plus Net Zero alternative would result in development of the project site with the new school campus and sports facility. However, the proposed project would incorporate various energy reduction strategies in order to achieve "net zero" energy buildings (e.g., buildings that generate 100 percent of their energy needs on-site). Implementing such measures would reduce the energy source emissions associated with the proposed project from 680.2 metric tons per year (as shown in Table 4.3.D) to 0.0 metric tons per year. In addition, the total enrollment at the school campus would be reduced by 35 percent in order to reduce the number of trips to and from the project site, as described above for the Reduced Enrollment Alternative, to reduce impacts associated with greenhouse gas emissions. All other improvements proposed as part of the proposed project would generally occur under this alternative, including site remediation, open space, and circulation and infrastructure improvements.

6.5.2 Analysis of the Reduced Enrollment Plus Net Zero Alternative

The potential impacts associated with the Reduced Enrollment Plus Net Zero alternative are described below. As discussed, the Reduced Enrollment Plus Net Zero alternative assumes that measures would be incorporated into the proposed building design to reduce energy emissions to zero, thereby reducing impacts related to greenhouse gas emissions. In addition, this alternative assumes that trips to and from the project area during peak hours would be reduced by a minimum of 35 percent as compared to the proposed project, resulting in reduced impacts related to transportation and circulation, air quality and greenhouse gas emissions. Impacts related to hazardous materials and noise would generally be the same as the proposed project.

The Reduced Enrollment Plus Net Zero alternative would meet most of the project objectives, although to a lesser degree due to the reduced enrollment required to meet the minimum 35 percent trip reduction goal. With a smaller enrollment, the school may not be able to serve children from kindergarten through 12th grade (as grade levels may need to be eliminated) or to provide the wide range of activities and academic courses anticipated with the proposed project. Further, the smaller school size may not be sufficient to serve future demand for school facilities.

In addition, it would be physically infeasible for the project applicant to meet the “net zero” requirements under this alternative and still meet the project objectives. Under the proposed project, the campus would meet approximately 50 percent of its energy needs through the installation of photovoltaic panels over all available roof surfaces. In order to achieve the “net zero” requirement, the number of photovoltaic panels would need to be significantly increased to address all of the school’s energy and natural gas consumption, which could only be accomplished by eliminating elements of the proposed campus (e.g., play areas, on-site circulation, parking).

6.5.2.1 Transportation and Circulation. The Reduced Enrollment Plus Net Zero alternative would be similar to the proposed project in that it would involve the same level of development within the project area. Similar to the proposed project, the transportation network within, and in the vicinity of, the project site would be modified with development of the Reduced Enrollment Plus Net Zero alternative. Because some of the study intersections and segments that would be adversely affected by the proposed project are already operating at poor levels of service, nearly any additional traffic at these intersections would likely increase the vehicle delay beyond the City’s established thresholds. Therefore, similar to the proposed project, the Reduced Enrollment Plus Net Zero alternative would result in significant and unavoidable impacts to Westbound SR 4 between Railroad Avenue and Bailey Road under Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project conditions. Additionally, similar to the proposed project, the impact to the intersection of Harbor Street and California Avenue (#13) would remain significant. Therefore, Mitigation Measures TRA-2, TRA-4, TRA-6, TRA-8, TRA-12, and TRA-14 would still be required.

Under the Reduced Enrollment Plus Net Zero alternative, neither the intersection of Harbor Street and Central Avenue (#11) or the intersection of Harbor Street and School Street (#12) would operate at an unacceptable level under Cumulative Plus Project conditions. Therefore these impacts would be reduced from significant to less than significant and Mitigation Measures TRA-10 and TRA-11 would not be required.

Less-than-significant project-related impacts to vehicle delay, traffic hazards, air traffic patterns, public transit, pedestrian and bicycle facilities, and emergency vehicle access and circulation would still occur with implementation of the Reduced Enrollment Plus Net Zero alternative. As such, Mitigation Measures TRA-1, TRA-3, TRA-5, TRA-7, TRA-9, TRA-13, TRA-15, TRA-16, TRA-17, TRA-18, TRA-19, TRA-20, TRA-21, TRA-22, and TRA-23 would still be required. Ultimately, implementation of the Reduced Enrollment Plus Net Zero alternative would avoid two significant impacts related to transportation and circulation associated with development of the proposed project and would not require implementation of Mitigation Measures TRA-10 and TRA-11.

6.5.2.2 Air Quality. Under the Reduced Enrollment Plus Net Zero alternative, construction activities at the project site would still occur and the potentially significant impact associated with construction-period air quality emissions would still occur; therefore, Mitigation Measure AIR-1 would still be required.

The less-than-significant impact related to local and regional operation-period air emissions associated with vehicle trips would be reduced as compared to the proposed project. Similar to the proposed project, the less-than-significant impacts related to BAAQMD's Clean Air Plan and odors would still occur. Ultimately, implementation of the Reduced Enrollment Plus Net Zero alternative would result in the same impacts related to air quality as the proposed project, with the exception of the less-than-significant impact related to air emissions associated with vehicle trips, which would be reduced.

6.5.2.3 Greenhouse Gas Emissions. Under the Reduced Enrollment Plus Net Zero alternative, development at the project site would still occur and greenhouse gas emissions would be generated. However, the energy source emissions during the operational period would be reduced from 680.2 metric tons per year to zero. In addition, because trips to and from the project site would be reduced by a minimum of 35 percent, greenhouse gas emissions related to mobile source emissions would also be reduced from 1,264.7 metric tons per year to approximately 822 metric tons per year. Total operational emissions under the Reduced Enrollment Plus Net Zero alternative would be approximately 892 metric tons CO₂e per year, which would be below the BAAQMD threshold of 1,100 metric tons CO₂e per year. Therefore, this impact would be less than significant and Mitigation Measures GHG-1a and GHG-1b would not be required. Construction emissions and consistency with the applicable greenhouse gas reduction plan, 2017 Scoping Plan, and Plan Bay Area 2040 would be the same as the proposed project. Ultimately, implementation of the Reduced Enrollment Plus Net Zero alternative would avoid the significant impacts related to greenhouse gas emissions associated with the development of the proposed project and would not require implementation of Mitigation Measures GHG-1a and GHG-1b.

6.5.2.4 Noise. Under the Reduced Enrollment Plus Net Zero alternative, development at the project site would still occur and impacts associated with the location of school uses in an area that is generally considered a conditionally acceptable noise environment for school uses would still occur. Therefore, implementation of Mitigation Measure NOI-1 would still be required. Additionally, because construction activities would still occur, ambient noise levels in the project vicinity would still temporarily or periodically increase and Mitigation Measure NOI-2 would still be required. Ultimately, implementation of the Reduced Enrollment Plus Net Zero alternative would result in similar impacts related to noise associated with the development of the proposed project.

6.5.2.5 Hazards and Hazardous Materials. Under the Reduced Enrollment Plus Net Zero alternative, remediation and development would still occur, and the engineered berm containing ACMs and TPHs would still be removed. Therefore, because construction activities would still occur on the project site, the potential for the release of, or exposure to, hazardous materials would still occur and Mitigation Measures HAZ-1, HAZ-2, HAZ-3, and HAZ-4 would still be required. The less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, acutely hazardous materials near sensitive receptors, hazardous materials within a quarter mile of a school, emergency access and evacuation routes, and aviation hazards would also still occur with implementation of the Reduced Enrollment Plus Net Zero alternative. Ultimately, the Reduced Enrollment Plus Net Zero alternative would have the same impacts related to hazards and hazardous materials as those associated with development of the proposed project.

6.5.2.6 Other CEQA Resources. Under the Reduced Enrollment Plus Net Zero alternative, construction activities would be the same as under the proposed project; however, fewer students would be enrolled during operation of the school campus. Potential impacts related to biological resources, cultural resources, hydrology and water quality, and public services and impacts associated with the site's geology would still occur and the same mitigation measures would be required. Similar to the proposed project, the Reduced Enrollment Plus Net Zero alternative would result in less than significant impacts without mitigation in the following resource areas: aesthetics, agriculture and forestry resources, land use and planning, mineral resources, population and housing, recreation, tribal cultural resources, and utilities and services systems and energy.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of the environmentally superior alternative in an EIR from among the range of reasonable alternatives that are evaluated. For this project, the No Project alternative would be considered the environmentally superior alternative as all environmental impacts associated with the project would be reduced or avoided under this alternative. However, this alternative does not meet any of the objectives of the proposed project.

CEQA Guidelines Section 15126.6(d)(2) states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. When compared to the proposed project, the Reduced Enrollment Plus Net Zero alternative would be considered the environmentally superior alternative because this alternative would result in fewer trips to and from the project site during peak hours, as well as, reduced greenhouse gas emissions. Therefore, project impacts would be reduced when compared to the proposed project, although all but four mitigation measures (Mitigation Measures TRA-10, TRA-11, GHG-1a and GHG-1b) would still be required. Development of this alternative would meet most of the project objectives, although to a lesser degree due to the reduced enrollment required to meet the trip reduction goal. In addition, it would be physically infeasible for the project applicant to meet the "net zero" requirements under this alternative and still meet the project objectives.

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7.0 REPORT PREPARATION

7.1 REPORT PREPARERS

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**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Notice of Intent to Exercise Delegated Design Review Authority.

ORIGINATED BY: City of Pittsburgh, Zoning Administrator, 65 Civic Avenue, Pittsburgh, CA 94565

SUBJECT: The Zoning Administrator submits three notices of intent to exercise delegated design review authority for: 1) a mobile office trailer at 707 E. 3rd Street, 2) a new storefront entrance for an existing building at 2035 E. Leland Road, and 3) an additional storage container for the Pittsburgh Police Department to be stored at 65 Civic Avenue.

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the attached Notices of Intent to Exercise Design Review Authority.

BACKGROUND:

Delegated Design Review Authority: Planning Commission Resolution No. 9444, as later amended by Resolution No. 9918, allows for delegation of nine categories of design review applications from the Planning Commission to the Zoning Administrator, as follows:

1. Freestanding signs: Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
2. Wireless Communication Equipment: New or replacement antennas on existing poles and their related equipment.
3. Minor Building Remodels: Limited to changes in building colors, awnings, fenestration, and finishes.
4. Changes to Existing Parking Lots.
5. Changes to Existing Landscaping.
6. Additions to Existing Buildings: Additions must be smaller than 2,500 square feet and designed to complement existing building architecture.
7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the originally approved models. Must comply with approved zoning development standards.

8. Ancillary Structures: Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in the Industrial Districts.

The intent of the delegation is to allow a more efficient approval process for non-controversial design review applications, without compromising the integrity of the design review process or removing from public scrutiny those projects that would be most visible or of high interest to the general public. Prior to approving any delegated design review application, the Zoning Administrator must notify the Commission of his or her intent to exercise delegated design review authority. Copies of resolutions approving any delegated design review application must also be provided to the Commission.

PROJECT DESCRIPTION:

Since the last Commission meeting, staff has received three applications requesting design review approval which qualify within one or more of the nine categories of delegated authority established by Resolution No. 9918:

1. APS Mobile Office Trailer, AP-18-1386 (AD) – Delegated Design Review Category 8.

This is an application filed by Joe Ray, on behalf of Koch Carbon, requesting administrative design review approval to install a 1,440 square-foot temporary office trailer at 707 E. 3rd Street, in the IG (General Industrial) District. Assessor's Parcel Number 073-020-002.

2. 2035 East Leland Tenant Improvements, AP-18-1381 (AD) – Delegated Design Review Category 3.

This is an application filed by Massoud Naraghi, on behalf of Albert D. Seeno Construction Company, requesting administrative design review approval to modify an existing façade in order to create a new storefront entrance located at 2035 E. Leland Road, in the CS (Service Commercial) District. Assessor's Parcel Number 088-152-029.

3. Pittsburg Police Storage Container, AP-18-1392 (AD) – Delegated Design Review Category 4 & 8.

This is an application by Captain Steve Albanese, on behalf of the City of Pittsburg Police Department, requesting administrative design review approval to place an additional 160 square foot storage container, located within an enclosed area at 65 Civic Avenue, in the PD-1319 (Planned Development, City Council Ordinance No. 09-1319) District. Assessor's Parcel No. 086-100-036.

GENERAL PLAN/CODE COMPLIANCE:

Delegated Design Review Authority: Resolution No. 9918 established nine categories of design review applications upon which the Commission would authorize the Zoning Administrator to act. Resolution No. 9918, and PMC section 18.10.100, direct staff to notify the Planning Commission of intent to exercise delegated design review authority on any application that falls within one of those nine categories, prior to approving the application. Upon receiving such notification, a majority of the Commission may direct that the matter be scheduled for future consideration by the entire Commission. Resolution No. 9918 also directs staff to keep the Commission informed about delegated design review application approvals by providing copies of resolutions adopted by the Zoning Administrator.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent.

ATTACHMENTS:

1. Notice of Intent: APS Mobile Office Trailer, AP-18-1386 (AD)
2. Notice of Intent: 2035 East Leland Tenant Improvements, AP-18-1381 (AD)
3. Notice of Intent: Pittsburg Police Storage Container, AP-18-1392 (AD)

Prepared by: Kristin Pollot, AICP, Zoning Administrator

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

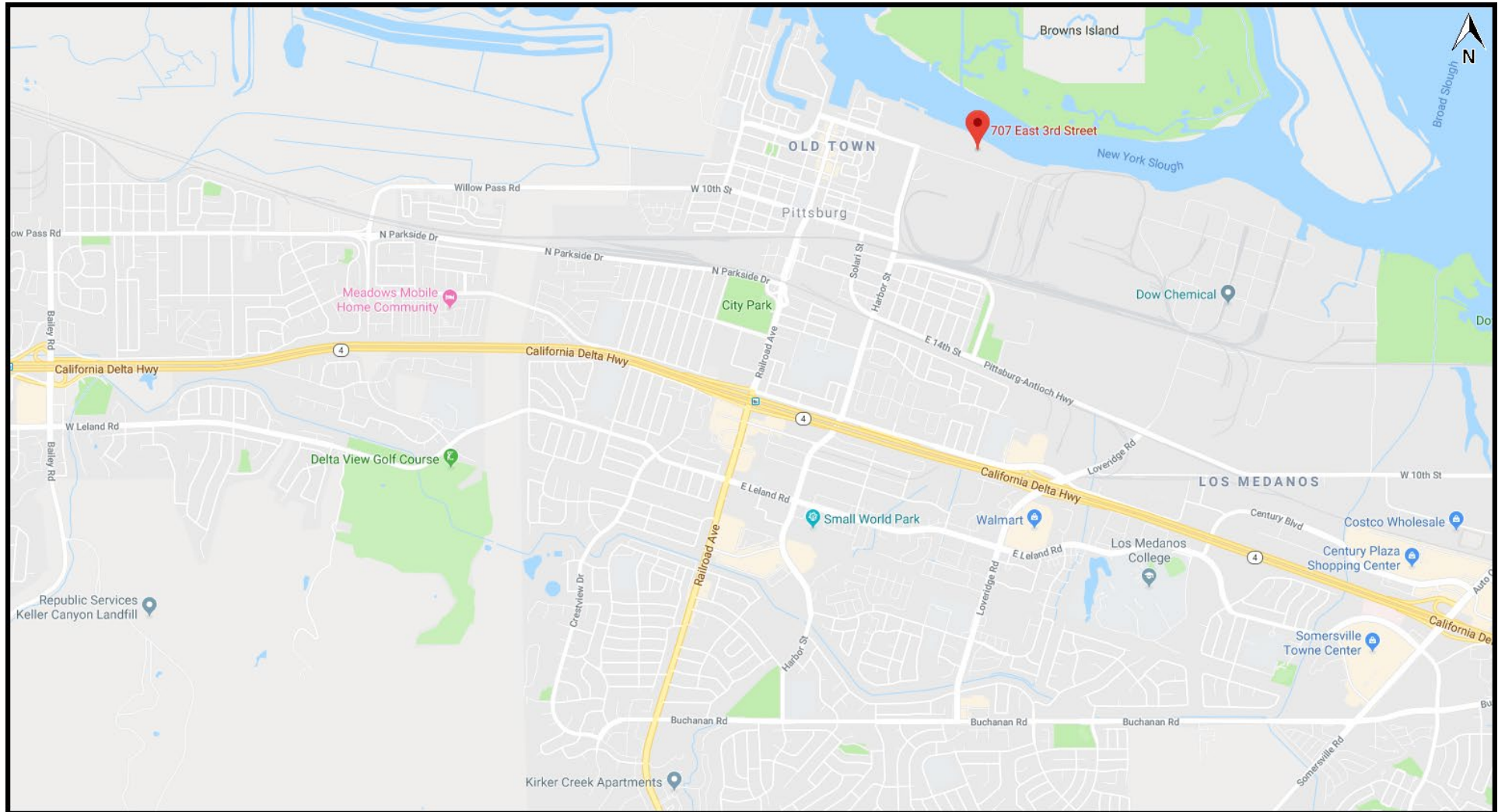
APS Mobile Office Trailer, AP-18-1386 (AD).

This is an application filed by Joe Ray, on behalf of Koch Carbon, requesting administrative design review approval to install a 1,440 square-foot temporary office trailer at 707 E. 3rd Street, in the IG (General Industrial) District. Assessor's Parcel Number 073-020-002.

This project is delegated to staff under Category 8 (Ancillary Structures) of Planning Commission Resolution No. 9918.

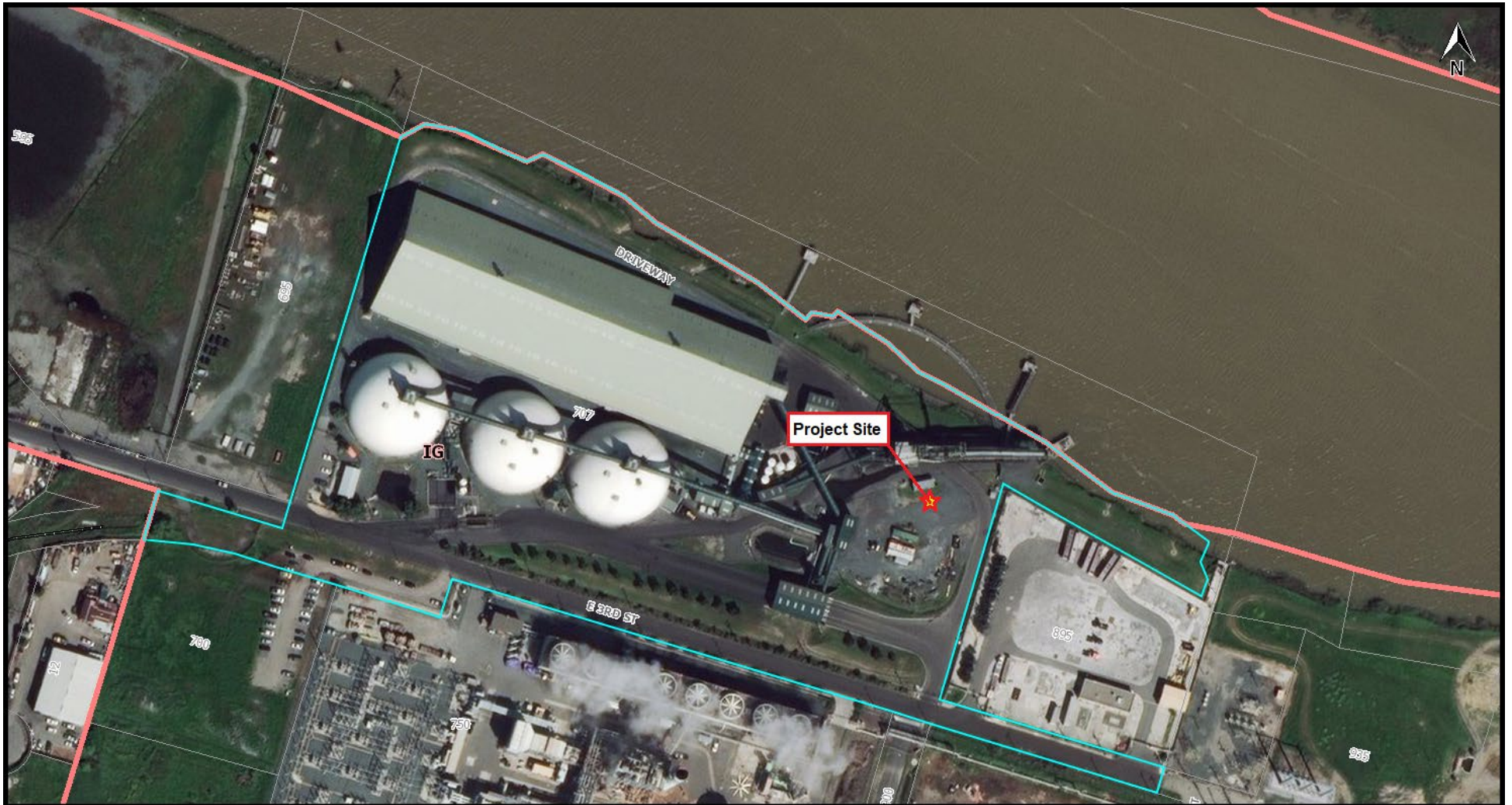
APS Mobile Office Trailer – Vicinity Map

AP-18-1386	707 E. 3 rd Street
Administrative Design Review	APN: 073-020-002



APS Mobile Office Trailer – Aerial Map

AP-18-1386	707 E. 3 rd Street
Administrative Design Review	APN: 073-020-002



PROJECT:
B.A.B.T. APS OFFICE TRAILER
PITTSBURG, CALIFORNIA

TERMINAL OWNER:

KOCH CARBON LLC.
4111 EAST 37TH STREET NORTH
WICHITA, KANSAS 67220

PROPERTY OWNER:

ISLE CAPITAL CORPORATION
1460 WASHINGTON BLVD, SUITE B102
CONCORD, CA 94521

PROJECT ENGINEER:

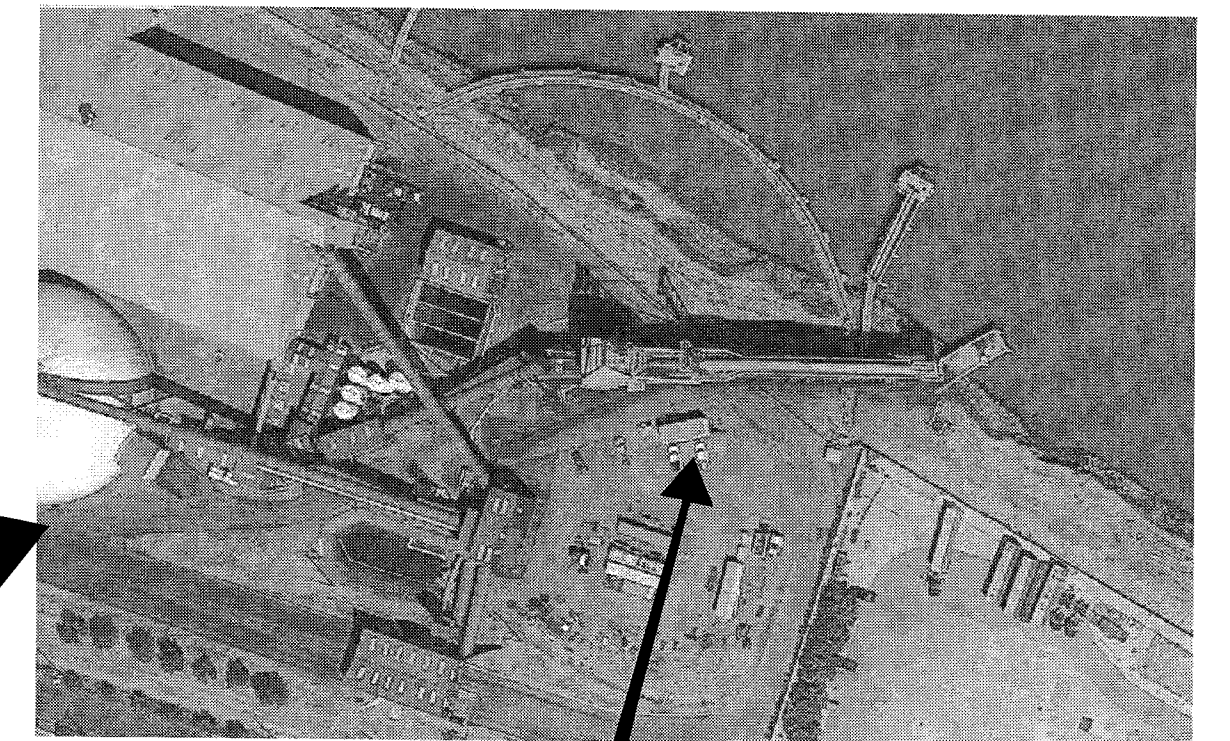
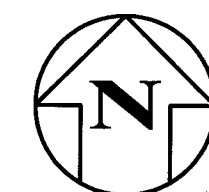
SMITH MONROE GRAY ENGINEERS INC.
8625 SW CASCADE AVE., SUITE 600
BEAVERTON, OR 97008
PHONE: (503) 643-8595 FAX: (503) 643-8610

PROJECT SCOPE:

FOUNDATION AND TIE-DOWN
FOR A PRE-MANUFACTURED
OFFICE TRAILER.

TRAILER INFO:

MOD TECH
SERIAL #57078



APS OFFICE
TRAILER LOCATION

PROJECT
LOCATION

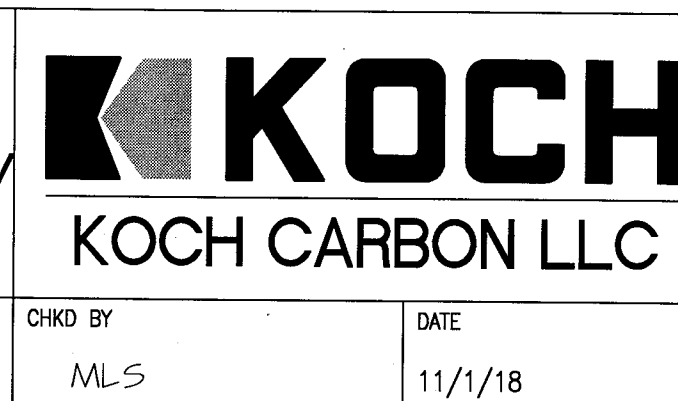
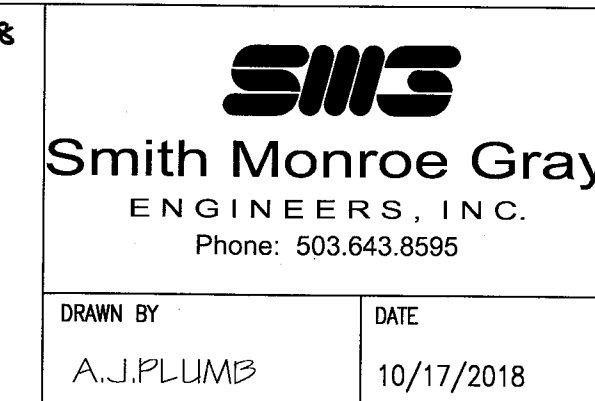
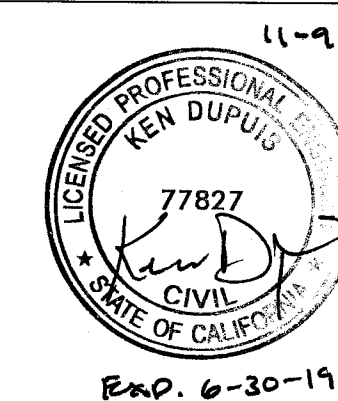
DRAWING LIST	
DRAWING NO.	DESCRIPTION
18-271A-00	COVER SHEET
18-271A-01	PLOT PLAN
18-271A-02	FLOOR PLAN AND ELEVATIONS
18-271A-03	EGRESS PLAN
18-271A-04	PAD FOOTINGS & BRACING OPTION 1
18-271A-05	PAD FOOTINGS & BRACING OPTION 2
18-271A-06	NOTES & DETAILS

PROJECT LOCATION

BAY AREA BULK TERMINAL [B.A.B.T.]
707 E. 3rd ST.
PITTSBURG, CALIFORNIA 94565

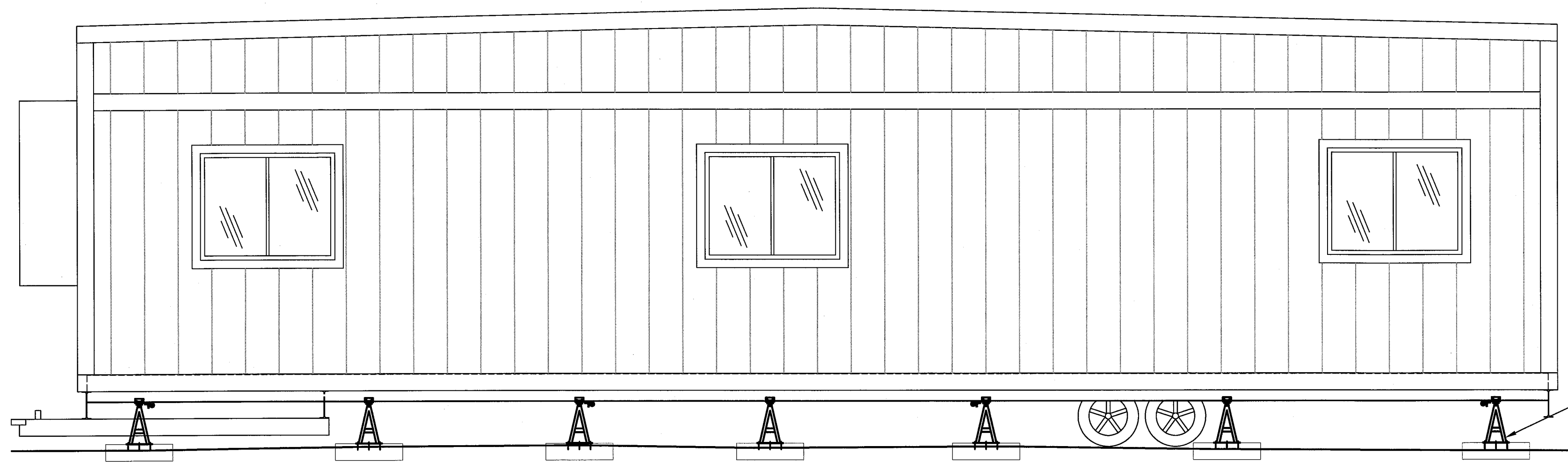
THIS DRAWING INCLUDING THE PRINCIPLES
OF DESIGN IS THE PROPERTY OF SMITH &
MONROE & GRAY ENGINEERS, INC. (SMG).
THE DESIGN SHOWN IN THIS DRAWING IS
SITE SPECIFIC AND SHALL BE USED ONLY
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BLOCK. IF THIS DRAWING IS NOT STAMPED
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MAY HAVE BEEN REPRODUCED FROM AN
UNAUTHORIZED ELECTRONIC COPY. REFER
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OF THIS DRAWING FOR THE AUTHORIZED
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DETIMENT TO SMG. ACCEPTANCE OF THIS
DRAWING IS AN AGREEMENT TO THE ABOVE.

SYL	ISSUED FOR CONSTRUCTION	BY	DATE	CHK'D
0		JLL	11/8/18	MLS
SYL	REVISIONS	BY	DATE	CHK'D

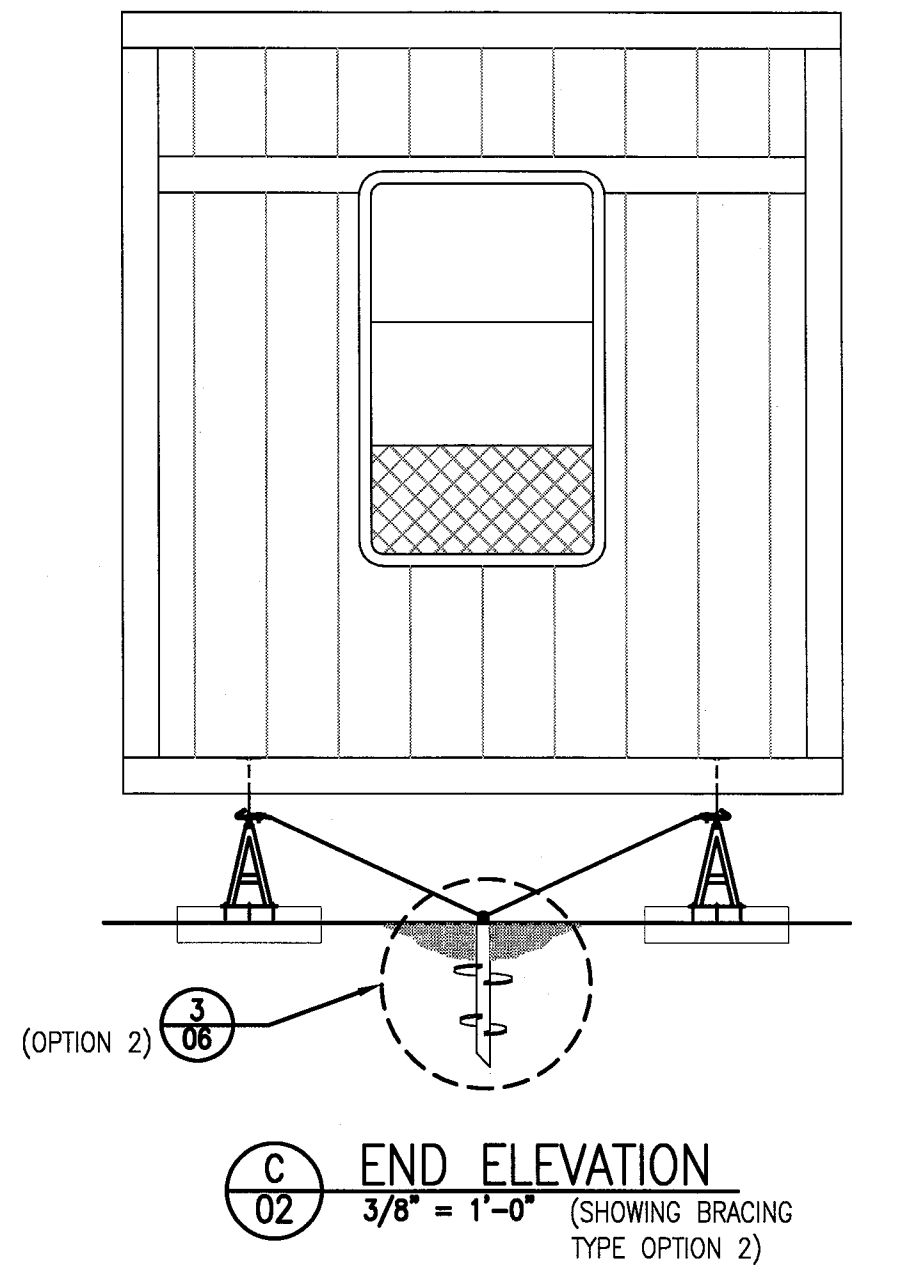
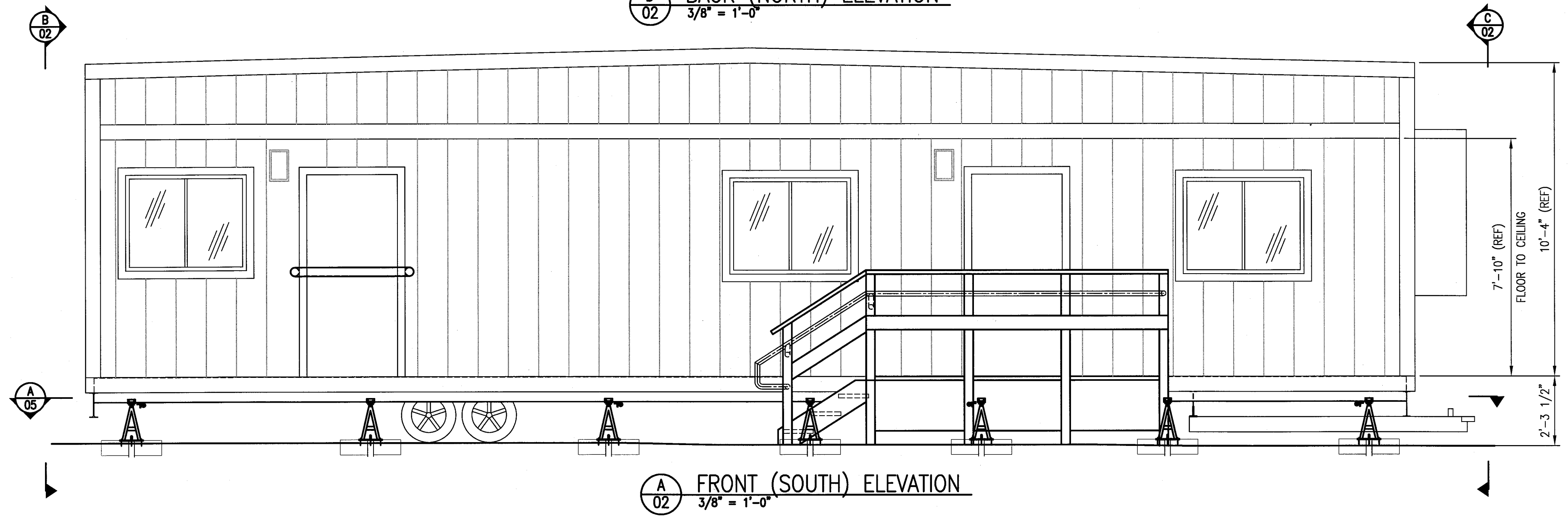
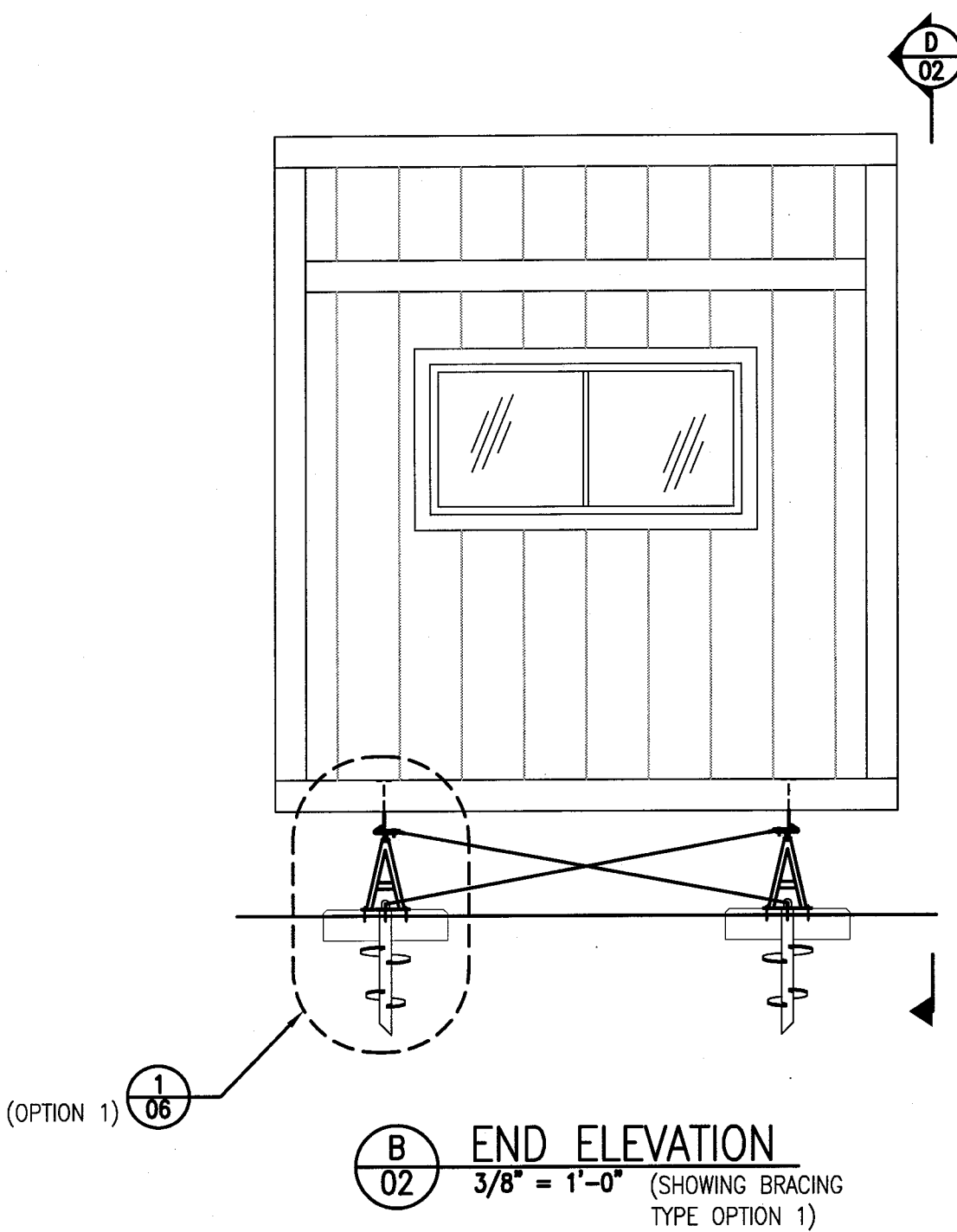


Koch Carbon LLC B.A.B.T. - PITTSBURG, CA APS OFFICE TRAILER COVER SHEET			
SCALE AS NOTED	DWG. NO. 18-271A-00	REV. 0	

TRAILER DESCRIPTION:
PRE-MANUFACTURED OFFICE TRAILER FOR PERMANENT USE. OFFICE WILL BE USED BY OPERATIONS PERSONNEL FOR MEETINGS, TRAINING, AND DAILY WORK. OFFICE TRAILER SIDING IS TAN IN COLOR WITH BURGUNDY TRIM AND IS VISIBLE FROM THE STREET. THERE IS NO NEW LANDSCAPING INCLUDED IN THIS PROJECT.



BRACED SUPPORT PIERS N/S & F/S.
(14) PLACES TOTAL
(SEE SHEETS 04 AND 05)

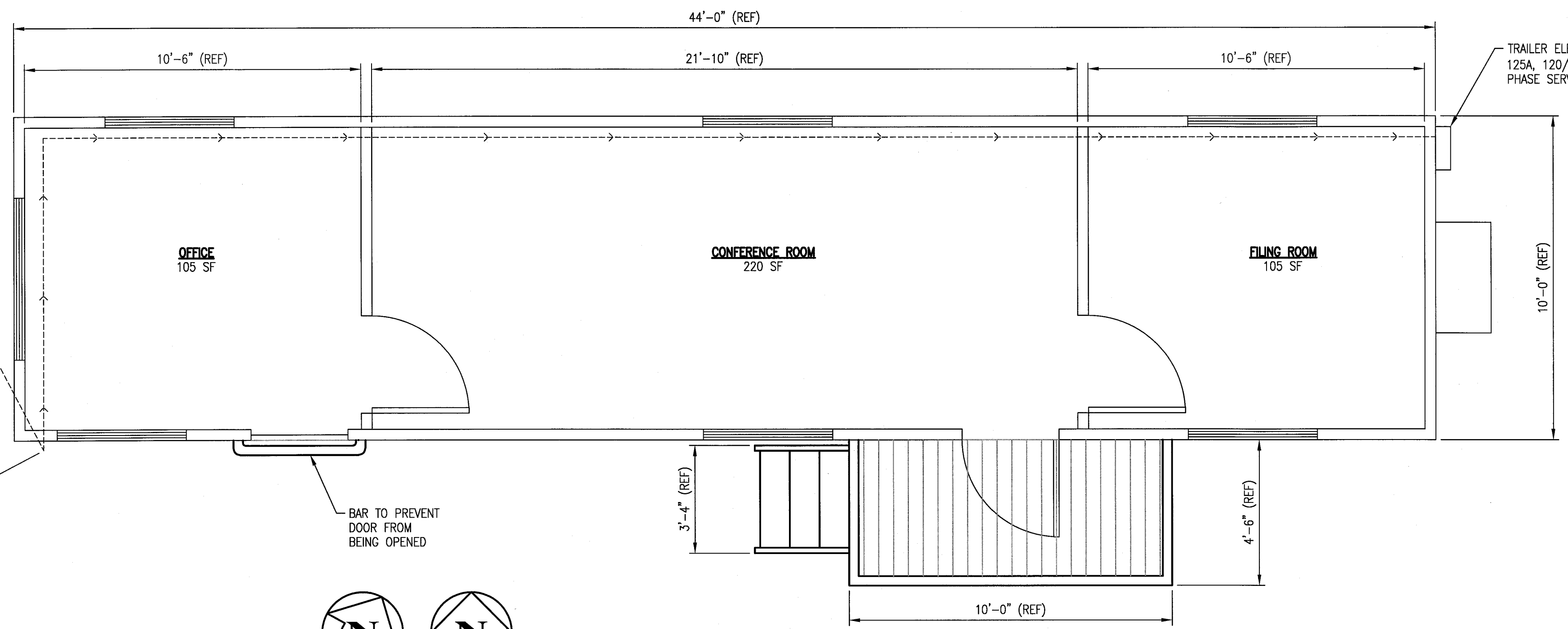


EXISTING ELECTRICAL POWER SUPPLY & PANEL

ELECTRICAL CONDUIT

BAR TO PREVENT DOOR FROM BEING OPENED

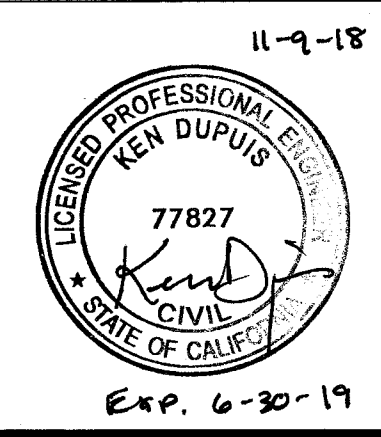
TRAILER ELECTRICAL PANEL
125A, 120/240V SINGLE PHASE SERVICE



1 02 APS OFFICE TRAILER - FLOOR PLAN VIEW
3/8" = 1'-0"

THIS DRAWING INCLUDING THE PRINCIPLES OF DESIGN IS THE PROPERTY OF SMITH & MONROE & GRAY ENGINEERS, INC. (SMG). THE DESIGN SHOWN IN THIS DRAWING IS SITE SPECIFIC AND SHALL BE USED ONLY FOR THE PROJECT SHOWN ON THE TITLE BLOCK. IF THIS DRAWING IS NOT STAMPED WITH AN ENGINEER'S SEAL, THE DRAWING MAY HAVE BEEN REPRODUCED FROM AN UNAUTHORIZED ELECTRONIC COPY. REFER TO A STAMPED AND SIGNED HARD COPY OF THIS DRAWING FOR THE AUTHORIZED DOCUMENT. THIS DRAWING IS NOT TO BE USED IN A MANNER THAT WOULD BE A DETRIMENT TO SMG. ACCEPTANCE OF THIS DRAWING IS AN AGREEMENT TO THE ABOVE.

SYN.	REVISIONS	BY	DATE	CHK'D
0	ISSUED FOR CONSTRUCTION	JLL	11/8/18	MLS



SMG
Smith Monroe Gray
ENGINEERS, INC.
Phone: 503.643.8595

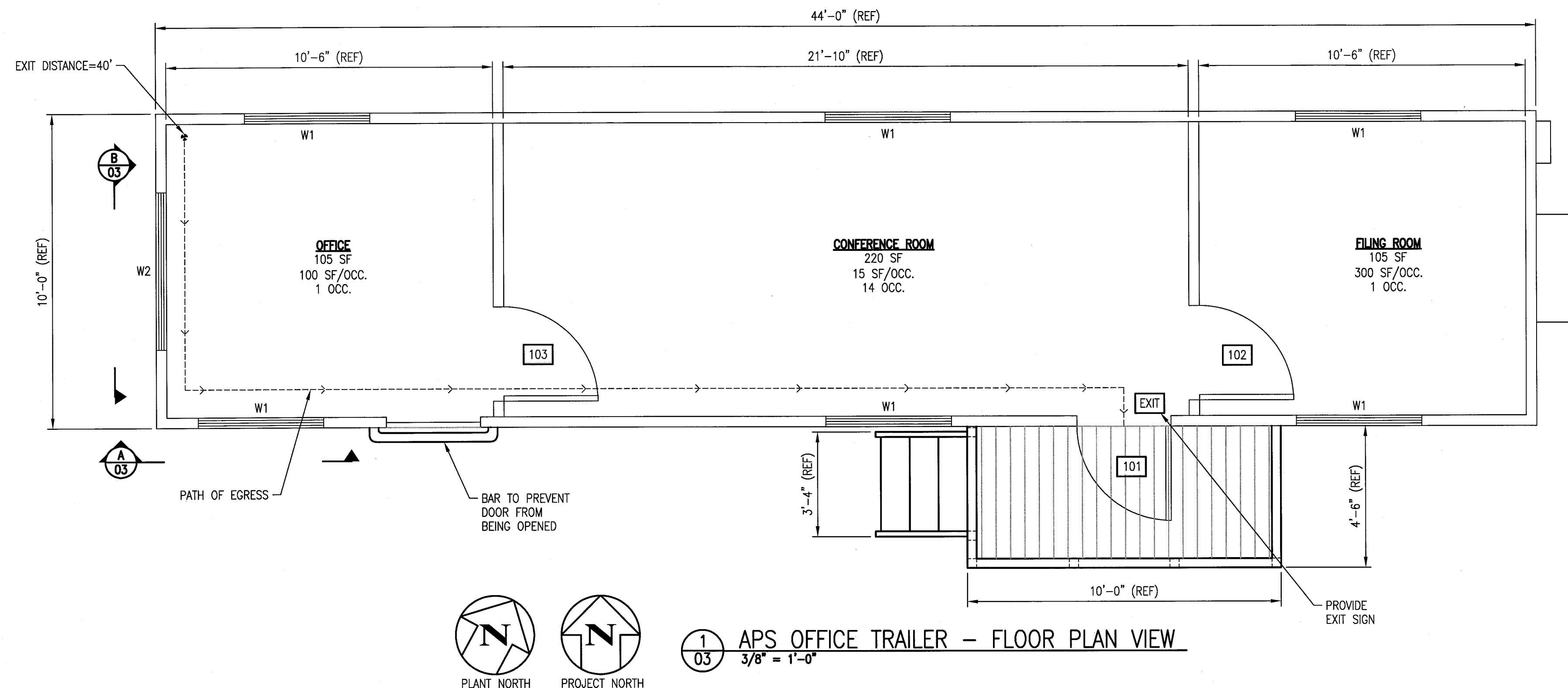
DRAWN BY: A.J. PLUMB
DATE: 10/18/18
CHKD BY: MLS

KOCH
KOCH CARBON LLC

DWG. NO. 18-271A-02

KOCH CARBON LLC
B.A.B.T. - PITTSBURG, CA
APS OFFICE TRAILER
FLOOR PLAN AND ELEVATIONS

SCALE: AS NOTED
REV. 0



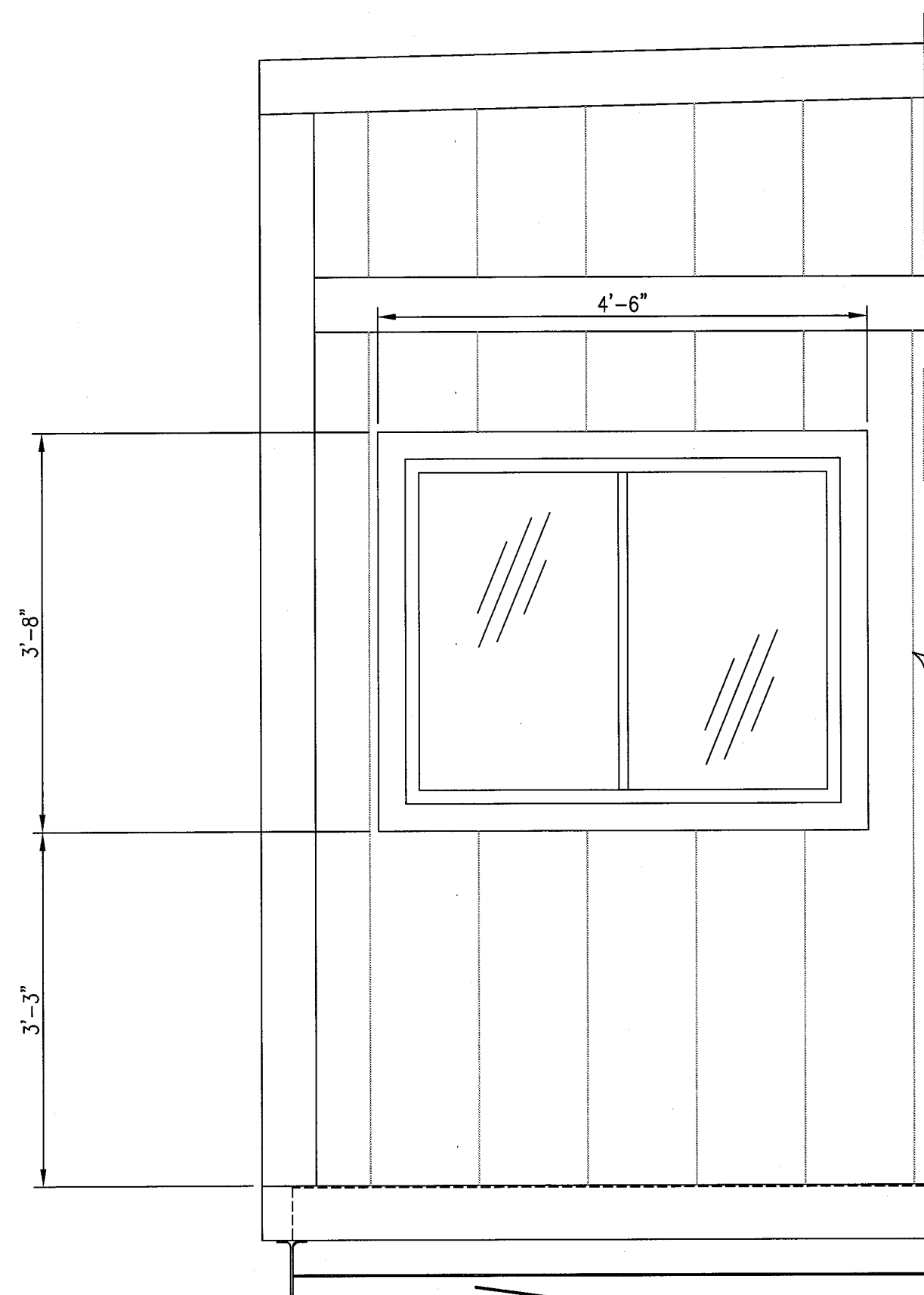
1
03 APS OFFICE TRAILER – FLOOR PLAN VIEW
3/8" = 1'-0"

DOOR SCHEDULE						
DOOR				FRAME		
NUMBER	WIDTH	HEIGHT	MATERIAL	MATERIAL	FINISH	
101	3'-0"	6'-8"	HM	HM	PT	
102	3'-0"	6'-8"	WD	HM	PT	
103	3'-0"	6'-8"	WD	HM	PT	

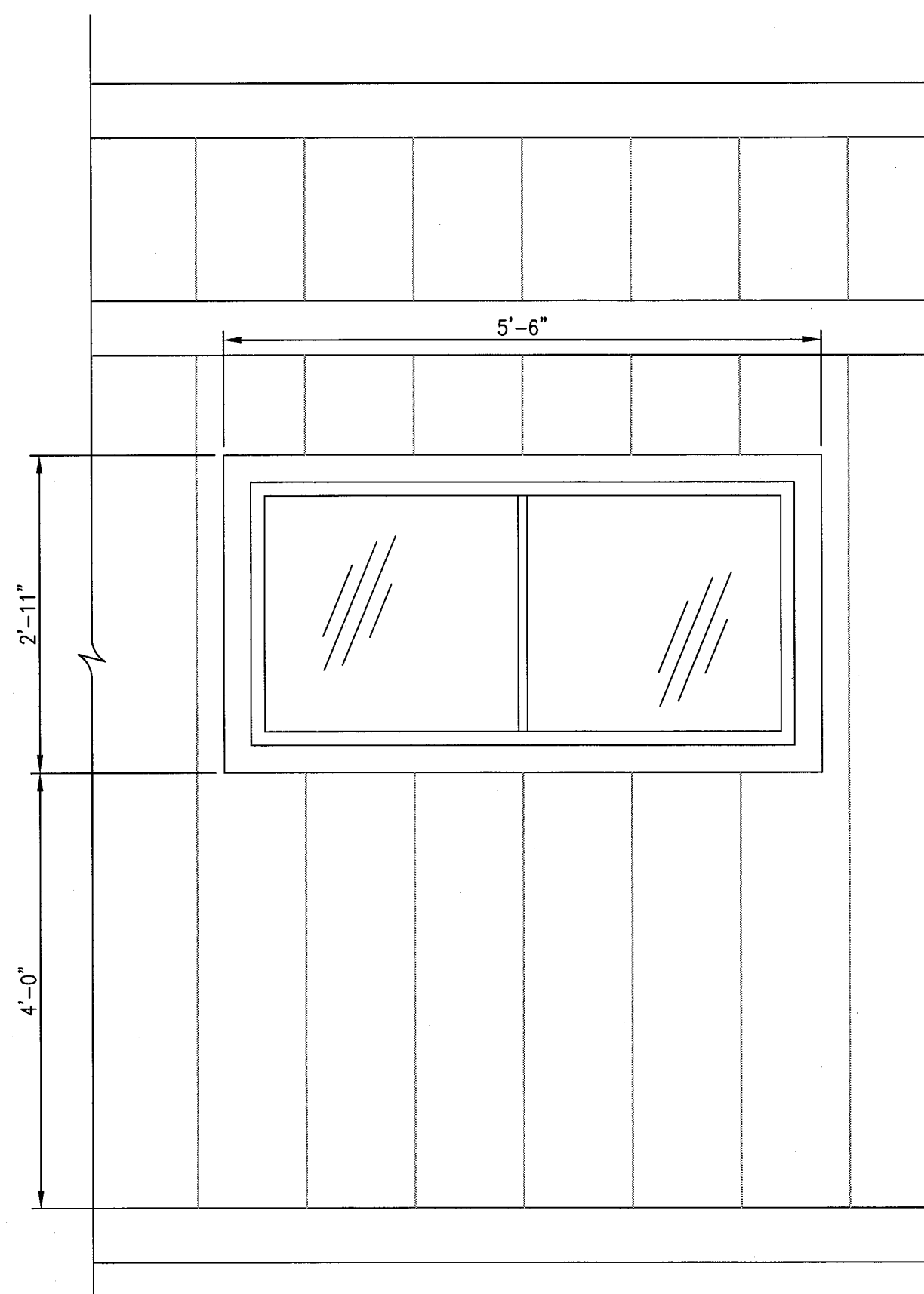
HM: HOLLOW METAL
PT: PAINT(ED)
WD: WOOD

HARDWARE	
1.5 PR	STANLEY FULL MORTISE HINGES – No. FBB-179
1 EA.	KWIKSET PASSAGE KNOB MODEL 720CA 15
1 EA.	KWIKSET DOUBLE CYLINDER DEADBOLT (OPTIONAL) MODEL 785 15 SMT
1 EA.	LON No. 4041 SURFACE CLOSER
1 EA.	IVES No. 436 DOME STOP
1 EA.	PEMCO THRESHOLD – MODEL # 169A
1 SET	PEMCO No. 306 AV WEATHERSTRIPPING

GENERAL NOTES & SPECIFICATIONS:	
1.	CONSTRUCTION TYPE: II B
2.	BUILDING OCCUPANT: B
3.	NON-SPRINKLERED
4.	OCCUPANT LOAD: MAX. ALLOWABLE = 49 ACTUAL = 16
5.	BASIC CODE ALLOWANCES: AREA = 23,000 SF MAX. HEIGHT = 55' MAX. STORIES = 3
6.	OFFICE TRAILER: AREA = 430 SF HEIGHT = 12'-7 1/2" STORIES = 1
7.	EXIT ACCESS TRAVEL: MAX. ALLOWABLE = 75' (SINGLE EXIT PER TABLE 1006.3.2(2) IBC 2015) ACTUAL = 40'



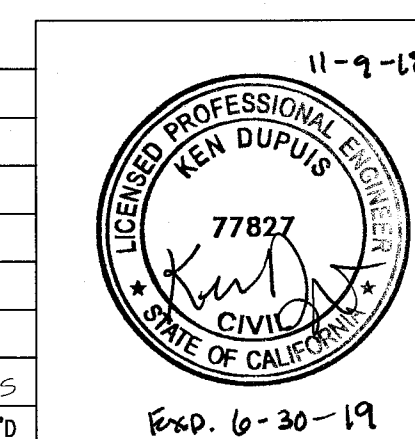
A
03 W1: SLIDING
3/4" = 1'-0"



B
03 W2: SLIDING
3/4" = 1'-0"

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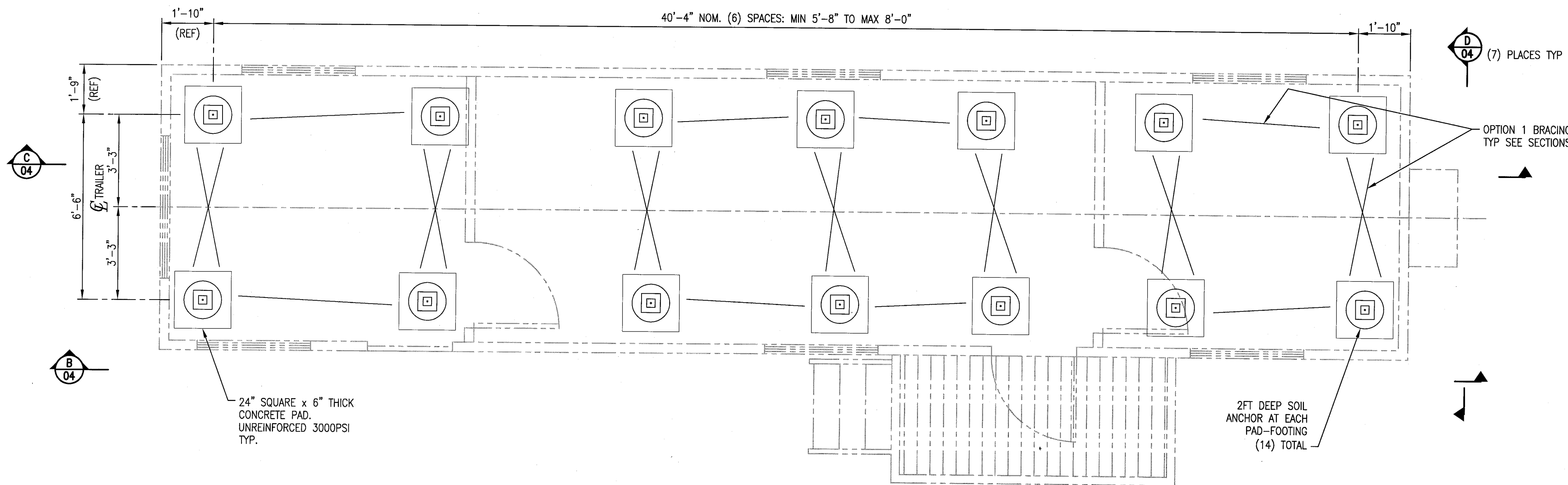
SYN.	ISSUED FOR CONSTRUCTION	BY	DATE	CHK'D
0	ISSUED FOR CONSTRUCTION	J.L.	11/8/18	M.L.S.
	REVISIONS			



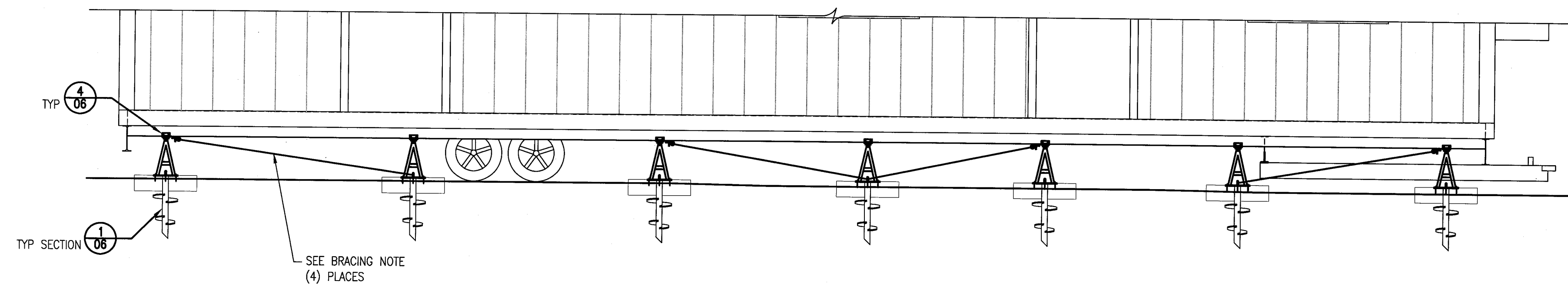
SMG Smith Monroe Gray ENGINEERS, INC. Phone: 503.643.8595	
DRAWN BY	DATE
J. LUM	11/01/18

KOCH KOCH CARBON LLC	
CHKD BY	DATE
M.L.S.	11/1/18

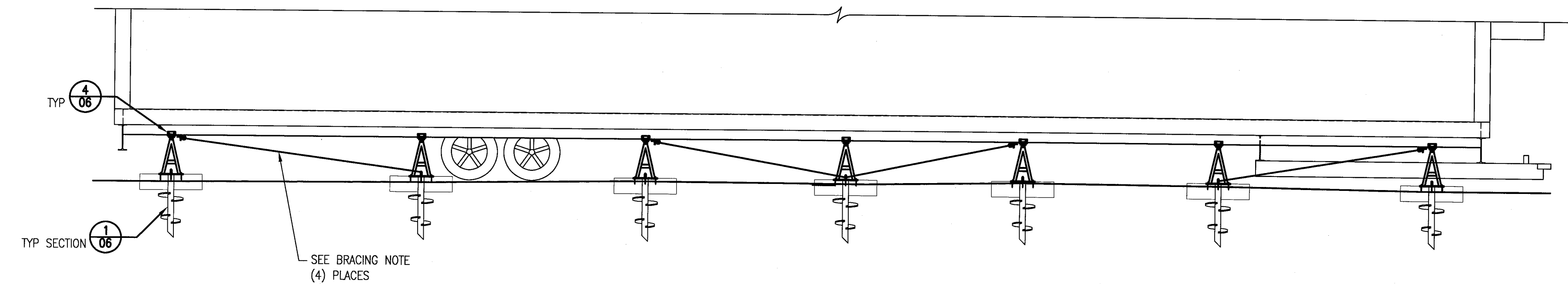
KOCH CARBON LLC B.A.B.T. – PITTSBURG, CA APS OFFICE TRAILER	
EGRESS PLAN	
SCALE	DWG. NO.
AS NOTED	18-271A-03
REV.	0



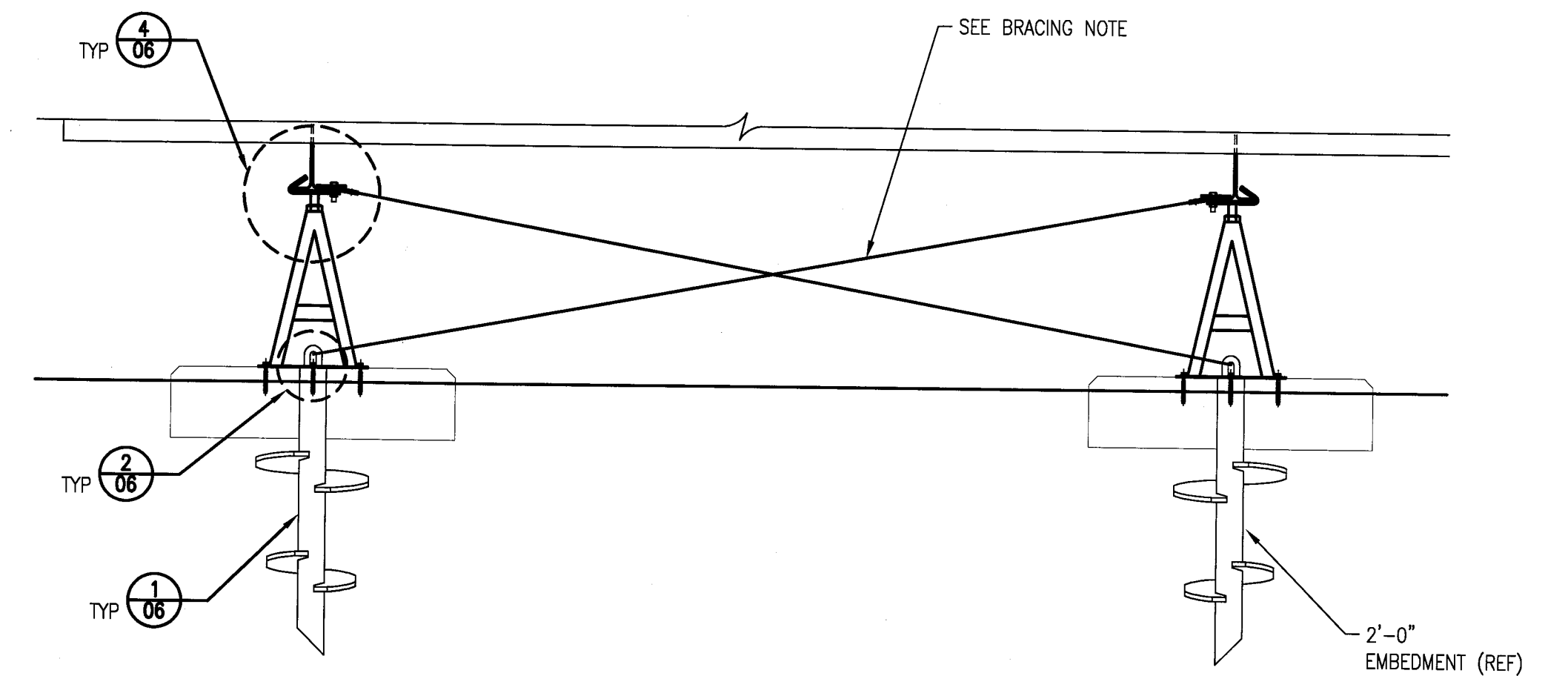
A APS OFFICE TRAILER - PAD FOOTINGS - PLAN VIEW
 3/8" = 1'-0" (SHOWING BRACING LAYOUT - OPTION 1)



B SUPPORT PIER- SOUTH SIDE BRACING
 3/8" = 1'-0"



C SUPPORT PIER- NORTH SIDE BRACING
 3/8" = 1'-0"



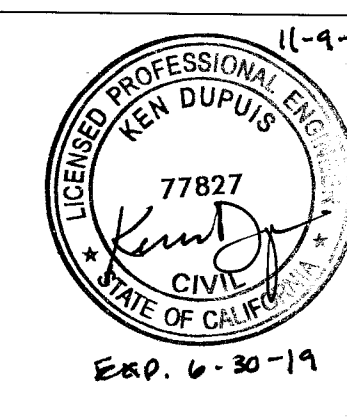
D PIER CROSS-BRACING
 1' = 1'-0" (7) PLACES TYP

BRACING NOTES

- PROVIDE EITHER:
- 1 1/4" X 16GA (MIN) SOLID STRAP BRACE
 - 1 1/2" X 16GA (MIN) PERFORATED STRAP BRACE
 - 1/4" WIRE ROPE, WITH (3) END CLIPS
 - 3/8" TIE ROD WITH THREADED ENDS
 - WITH END CONNECTION HARDWARE RATED AT 1800LB MIN
 - ATTACH ONE END TO THE JACK CAP PLATE VIA 1/2" BOLT (MIN)
 - ATTACH THE OTHER END TO THE ANCHOR CAP PLATE VIA 1800LB RATED CONNECTOR
- WHERE ALL BUYOUT COMPONENTS AND HARDWARE ARE DESIGNED/ VERIFIED BY OTHERS

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SYMBOL	DESCRIPTION	DATE	BY	CHK'D
0	ISSUED FOR CONSTRUCTION	JUL 11/8/18	ML	ML
1	REVISIONS			

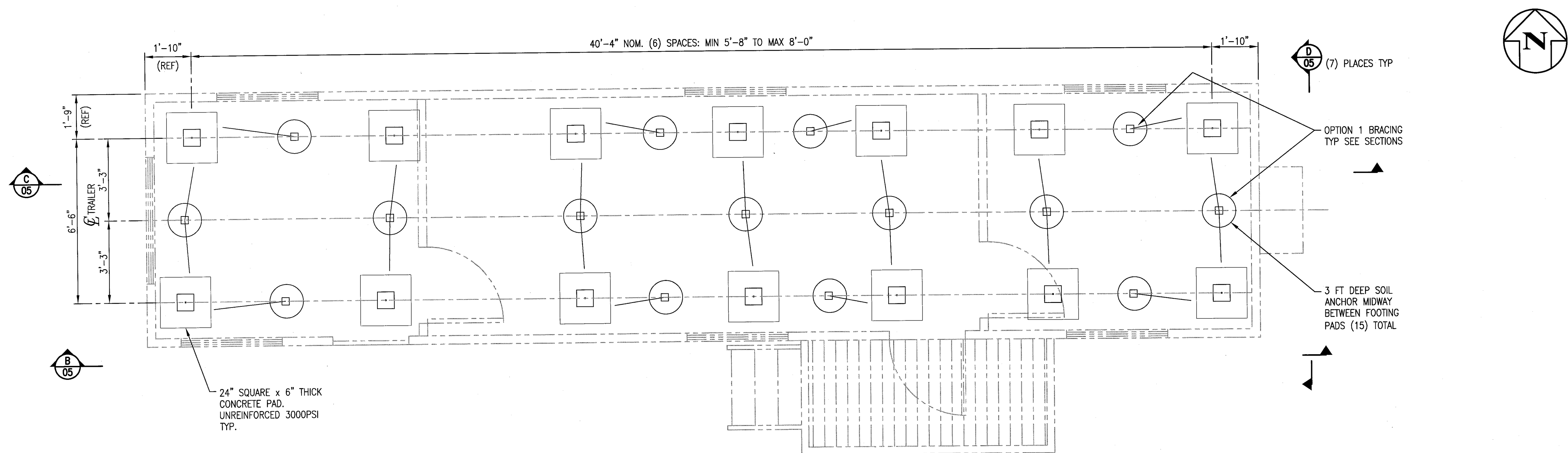


SMG
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 Phone: 503.643.8595

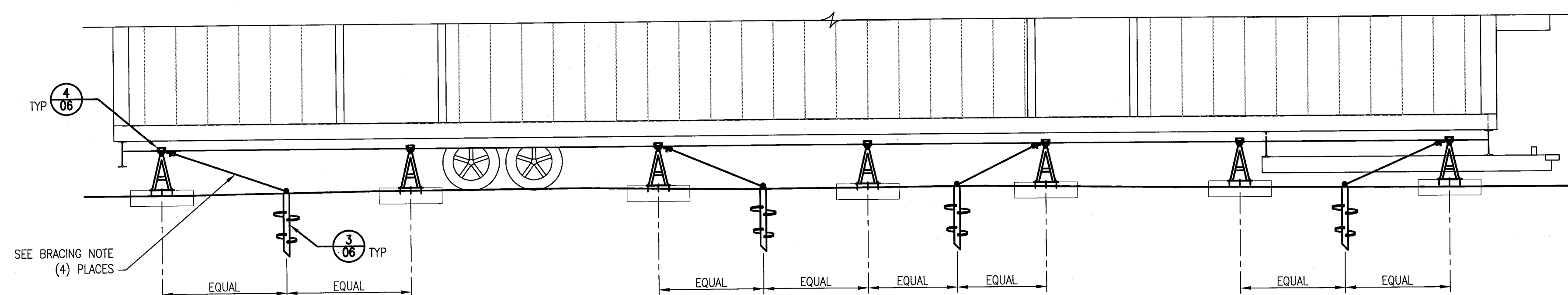
KOCH
 KOCH CARBON LLC

KOCH CARBON LLC
 B.A.B.T. - PITTSBURG, CA
 APS OFFICE TRAILER
 PAD FOOTING & BRACING OPTION 1

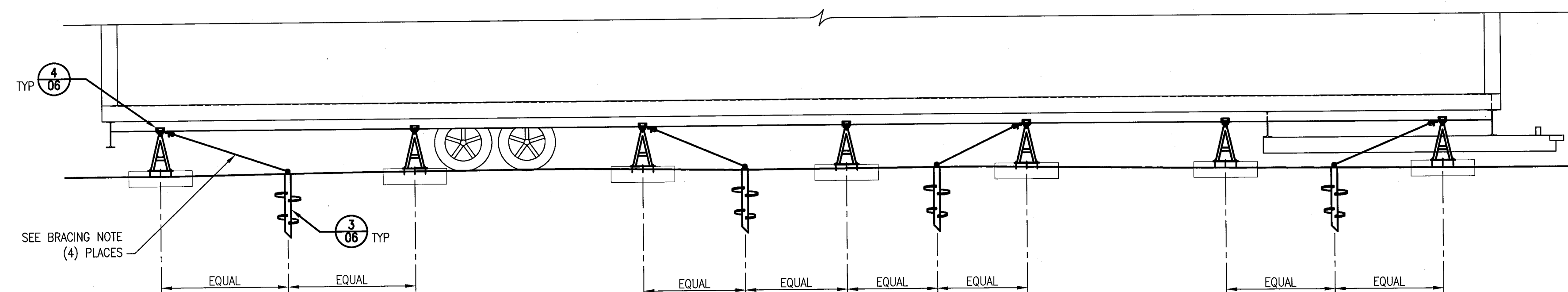
DWG. NO.	18-271A-04	REV.	0
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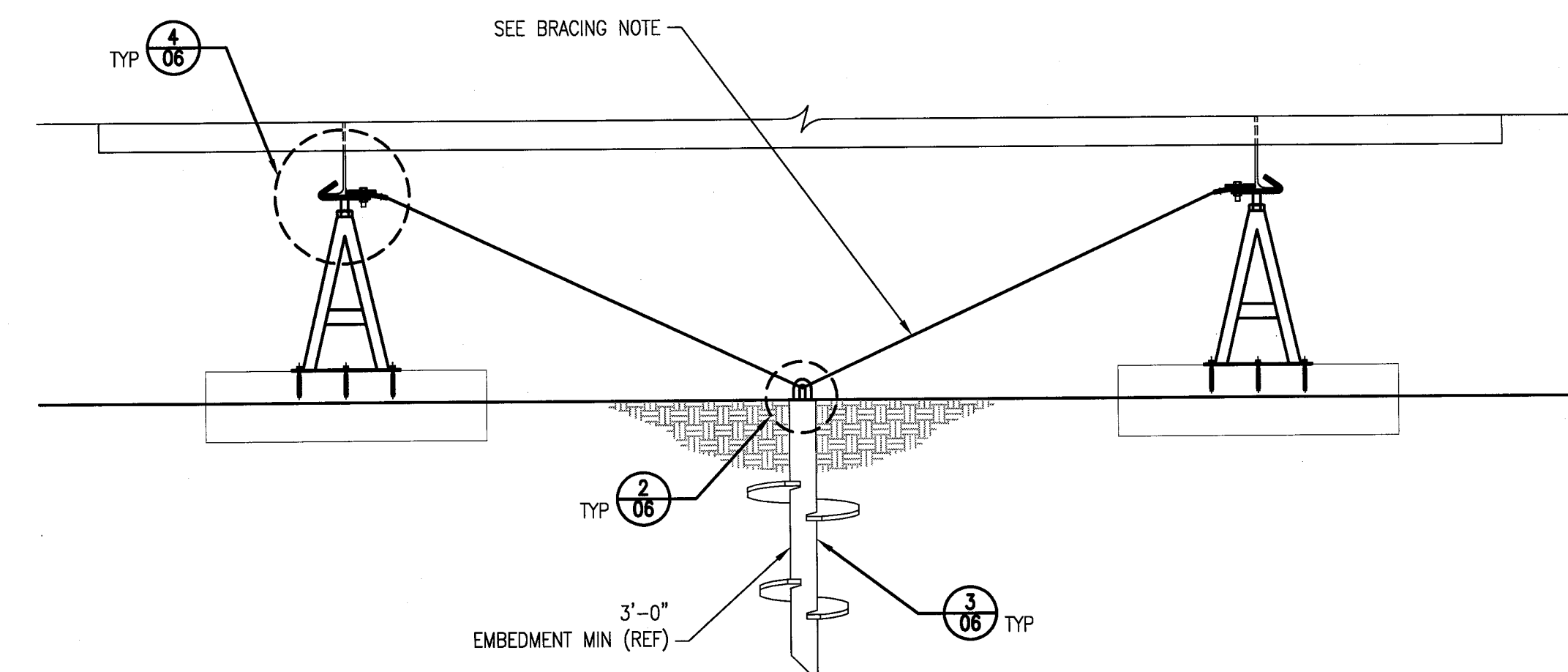
A APS OFFICE TRAILER - PAD FOOTINGS - PLAN VIEW
3/8" = 1'-0" (SHOWING BRACING LAYOUT-OPTION 2)



B SUPPORT PIER- SOUTH SIDE BRACING
3/8" = 1'-0"



C SUPPORT PIER- NORTH SIDE BRACING
3/8" = 1'-0"



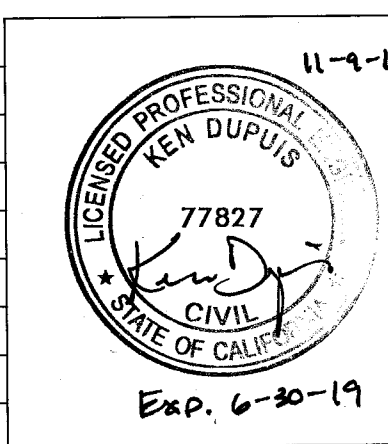
D PIER CROSS-BRACING
1" = 1'-0" (7) PLACES TYP

BRACING NOTES

- PROVIDE EITHER:
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 - 1/4" WIRE ROPE, WITH (3) END CLIPS
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- WHERE ALL BUYOUT COMPONENTS AND HARDWARE ARE DESIGNED/VERIFIED BY OTHERS

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SYN.	REVISIONS	BY	DATE	CHK'D
0	ISSUED FOR CONSTRUCTION	JLL	11/8/18	MLS



SMG
Smith Monroe Gray
ENGINEERS, INC.
Phone: 503.643.8595

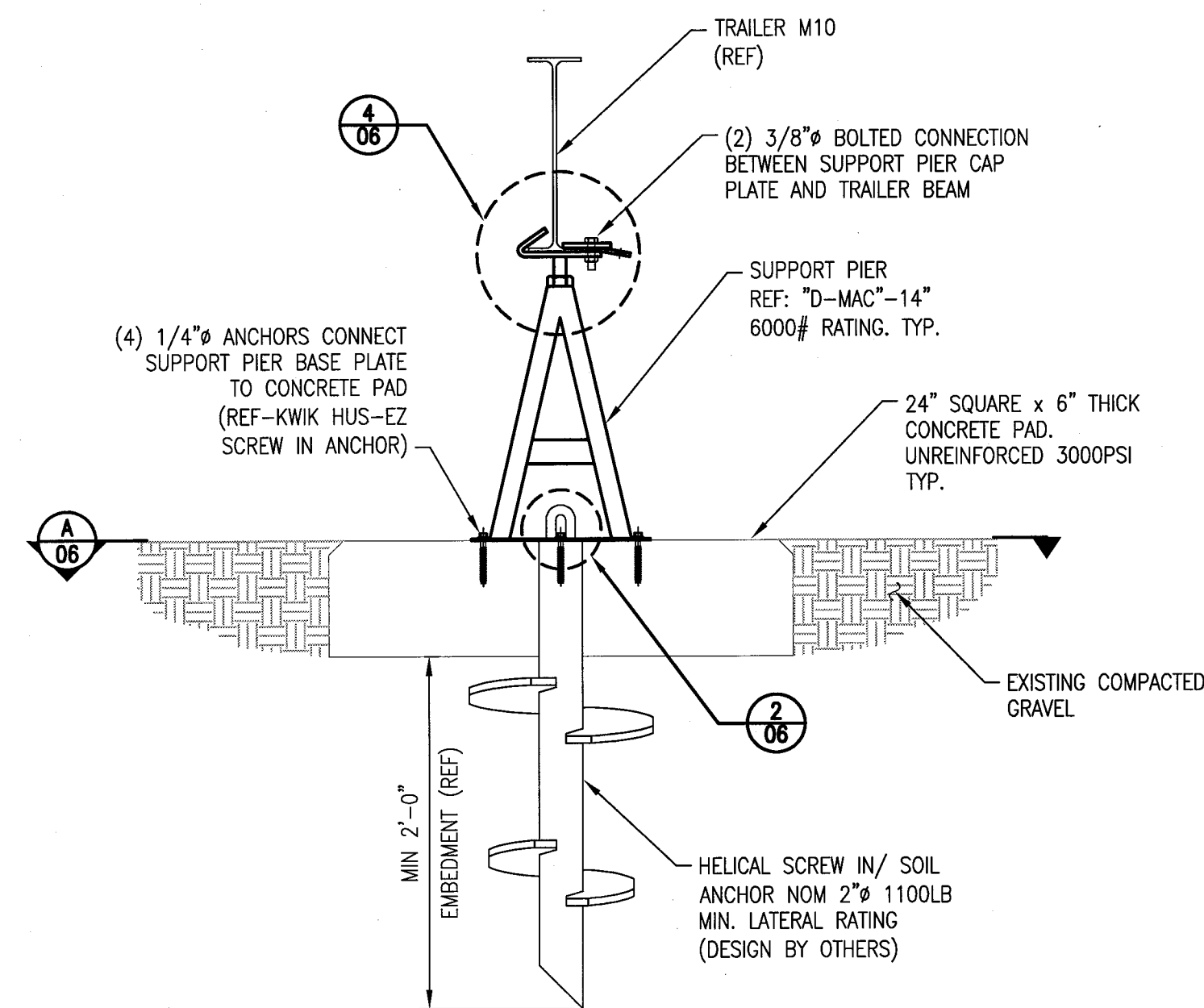
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DATE: 10/31/18

KOCH
KOCH CARBON LLC

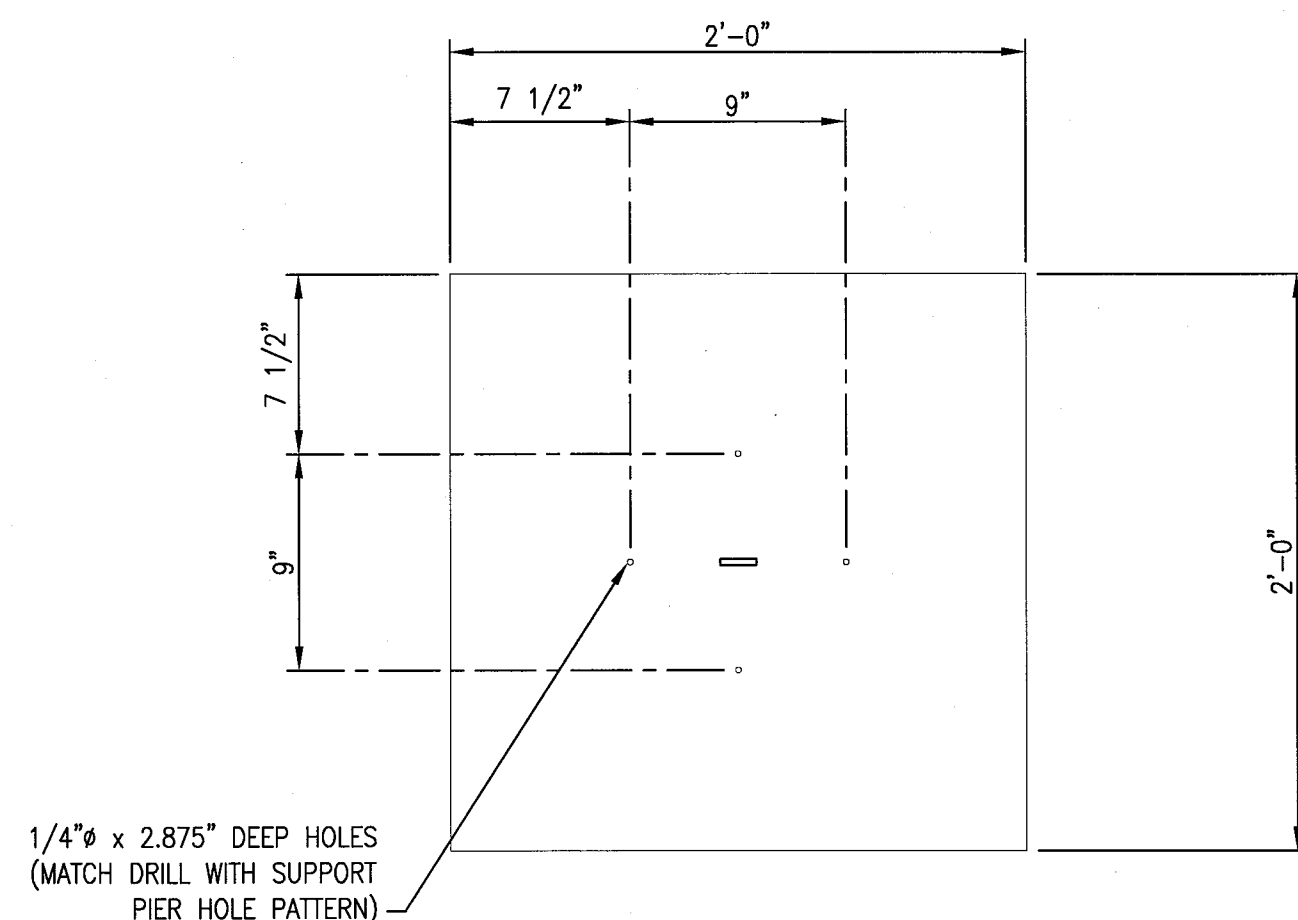
CHKD BY: MLS
DATE: 11/1/18

KOCH CARBON LLC
B.A.T. - PITTSBURG, CA
APS OFFICE TRAILER
PAD FOOTING & BRACING OPTION 2

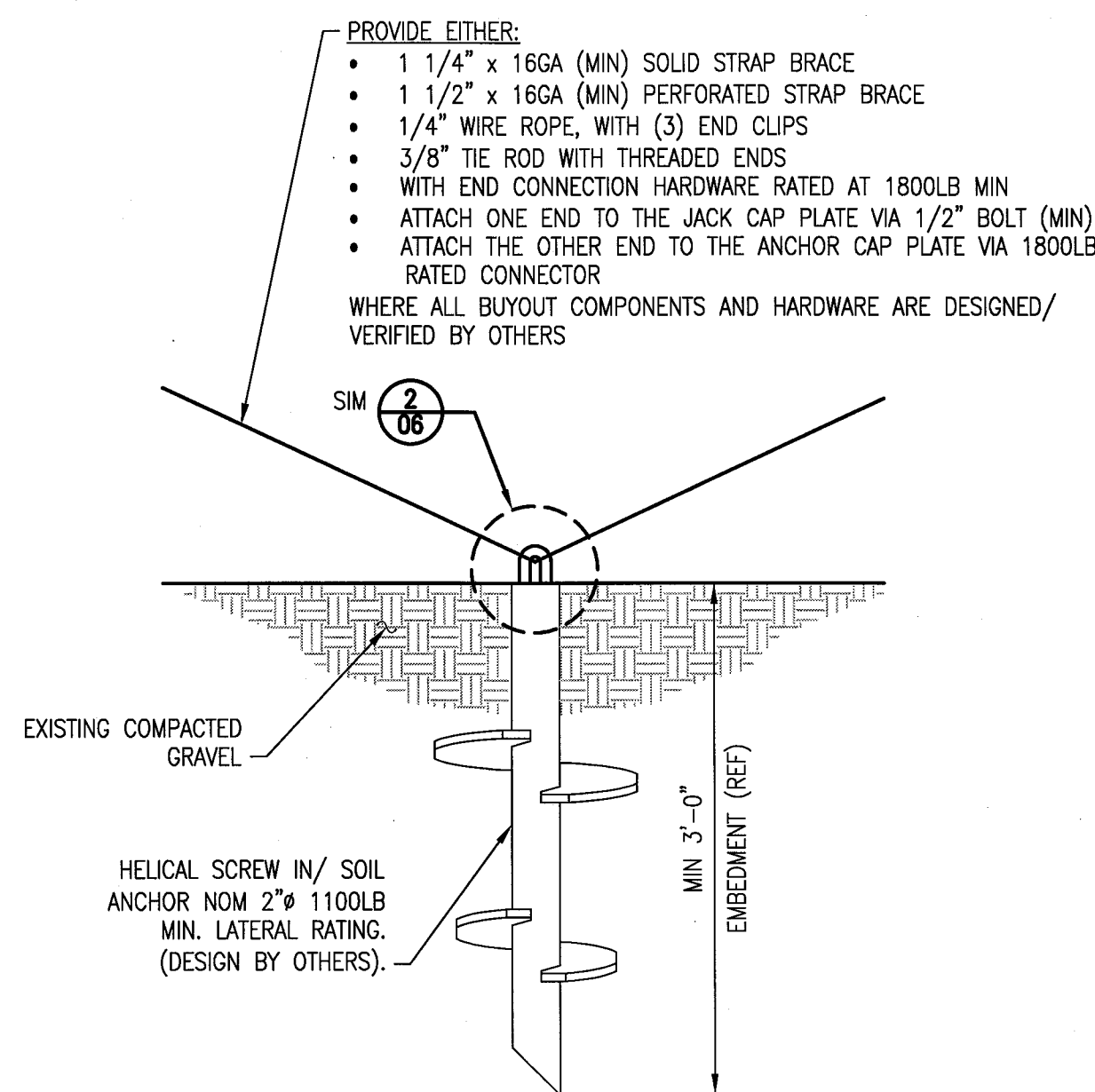
SCALE: AS NOTED
DWG. NO.: 18-271A-05
REV.: 0



1
06
DETAIL
1 1/2" = 1'-0"

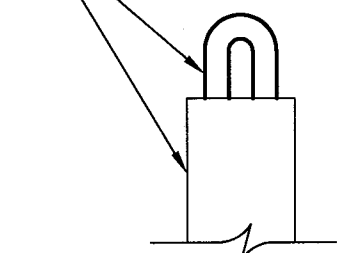


A
06
FOOTING PLAN VIEW
1 1/2" = 1'-0"

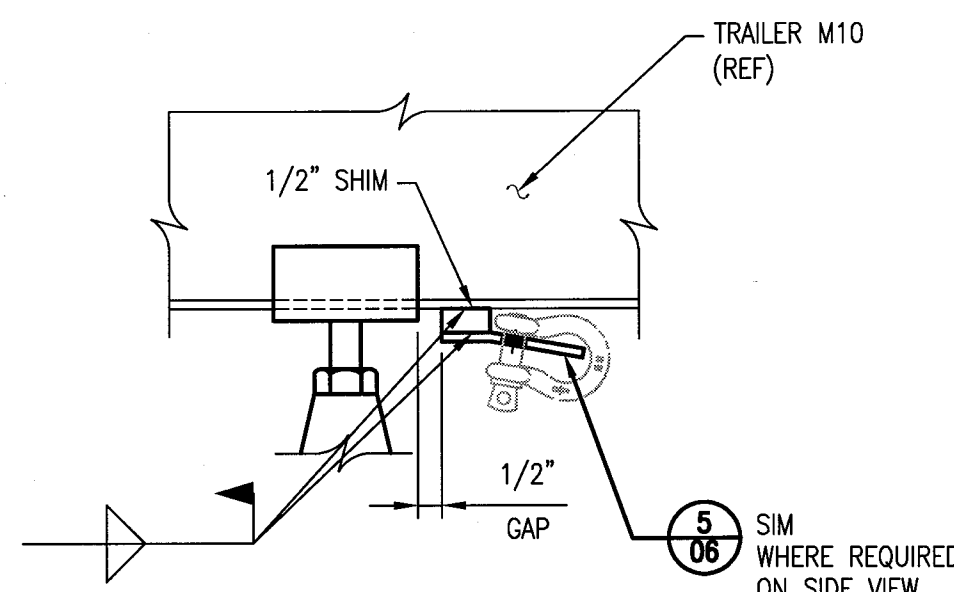


3
06
DETAIL
1 1/2" = 1'-0"

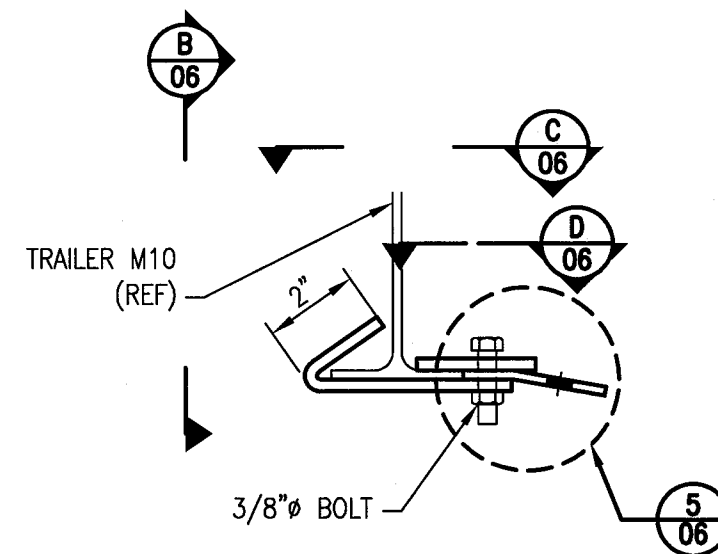
SOIL ANCHOR & BRACE ATTACHMENT LUG/EYE (BY OTHERS) (SUBMIT DESIGN TO SMG FOR APPROVAL)



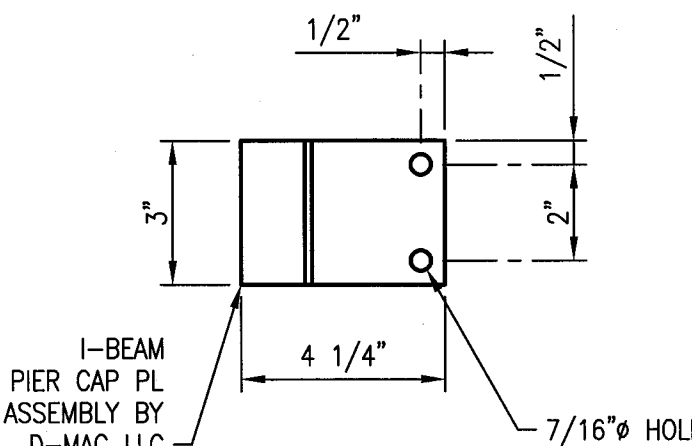
2
06
DETAIL
3" = 1'-0"



B
06
SECTION
3" = 1'-0"

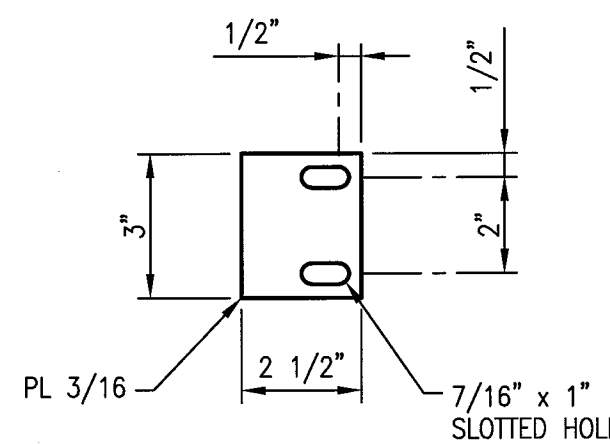


4
06
DETAIL
3" = 1'-0"

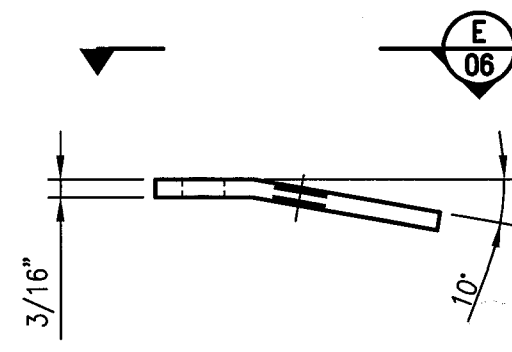


C
06
SECTION
3" = 1'-0"

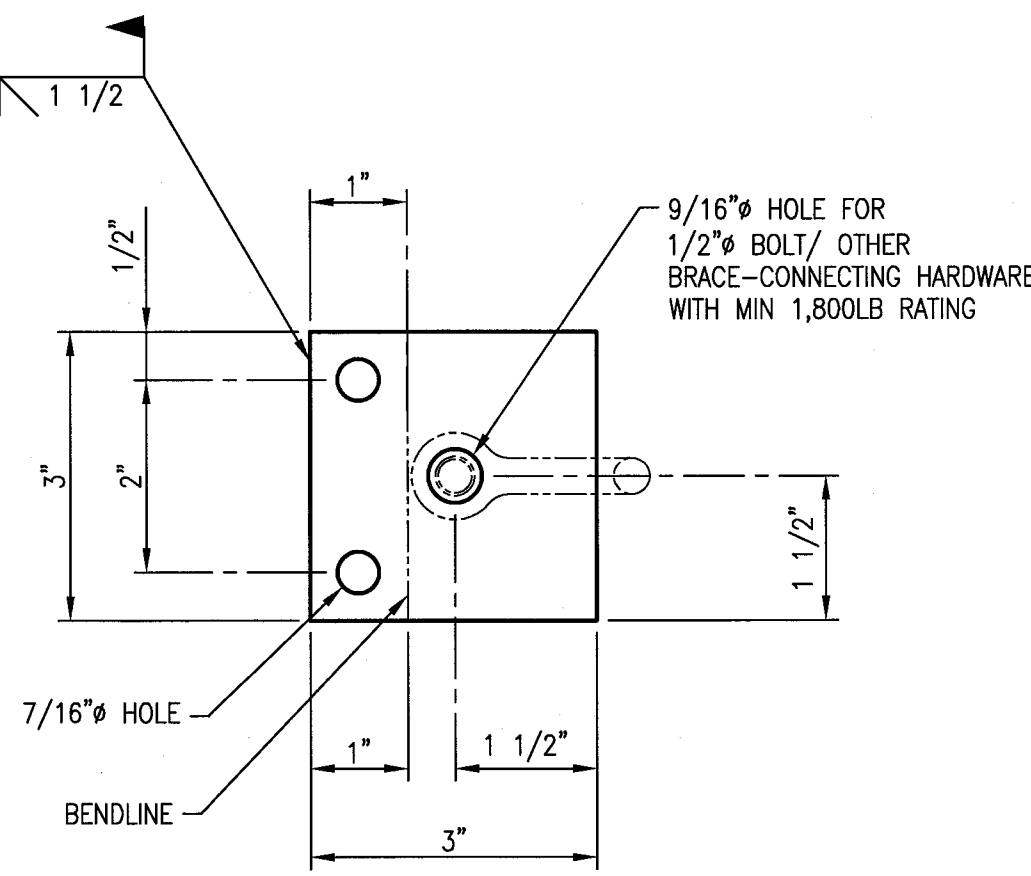
NOTE: IF TRAILER BEAM FLANGE IS WIDER AND REQUIRES PLATE TO BE TRIMMED, THEN WELD TRIMMED PLATE TO BEAM FLANGE



D
06
SECTION
3" = 1'-0"



5
06
DETAIL
6" = 1'-0"



E
06
SECTION
6" = 1'-0" (SHOWN FLAT)

GENERAL STRUCTURAL NOTES

CONTRACTOR REQUIREMENTS:

- THE GENERAL INSTALLATION CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT SITE. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE ENGINEER OF RECORD (EOR) AND BE RESOLVED PRIOR TO PROCEEDING WITH THE WORK.
- THE CONTRACTOR IS TO PROVIDE BARRICADES, SIGNS, LIGHTS OR OTHER DEVICES AROUND THE WORK SITE AS REQUIRED AND/OR AS DIRECTED BY PLANT SECURITY AND SAFETY PERSONNEL.
- LOCATION OF EXISTING STRUCTURES & SITE FEATURES ARE DRAWN FROM THE BEST AVAILABLE DATA, THIS DOES NOT GUARANTEE THAT LOCATIONS OR ELEVATIONS ARE ACCURATE OR COMPLETE.
- CONTRACTOR TO VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES AND FEATURES PRIOR TO COMMENCING WITH CONSTRUCTION. NOTIFY THE EOR IF LOCATIONS ARE OTHER THAN INDICATED ON THE DRAWINGS.
- ALL MATERIAL AND WORKMANSHIP TO CONFORM TO APPROPRIATE CODES AND STANDARDS.
- THE CURRENT EDITION OF ALL REFERENCED CODES, STANDARDS AND SPECIFICATIONS SHALL GOVERN.
- THE CONTRACTOR SHALL COMPLY WITH CALIFORNIA OSHA GUIDELINES, BE RESPONSIBLE FOR ALL CONSTRUCTION METHODS, TEMPORARY SHORING, BRACING, SEQUENCING AND SAFETY REQUIRED FOR CONSTRUCTION.

REINFORCED CONCRETE:

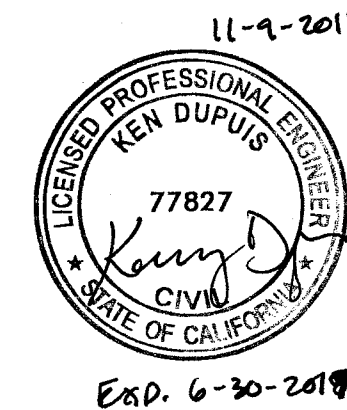
- ALL CAST-IN-PLACE CONCRETE SHALL DEVELOP A MINIMUM COMPRESSIVE STRESS OF 3000 PSI AT 28 DAYS.
- READY-MIXED CONCRETE SHALL BE MIXED AND DELIVERED TO THE JOB SITE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN "SPECIFICATIONS OF READY-MIX CONCRETE" (ASTM C94).
- ALL CONCRETE SHALL BE CONSOLIDATED BY SUBTLE MEANS DURING PLACEMENT AND SHALL BE THOROUGHLY WORKED AROUND REINFORCEMENT, EMBEDDED FIXTURES AND INTO CORNERS AND FORMS.
- ALL FORMS TO BE CLEAN, WITH NO WATER OR LOOSE MATERIAL PRESENT.
- DURING HOT WEATHER, PROPER ATTENTION SHALL BE GIVEN TO INGREDIENTS, PRODUCTION METHODS, HANDLING, PLACING, PROTECTION AND CURING TO PREVENT EXCESSIVE CONCRETE TEMPERATURES OR WATER EVAPORATION THAT MAY IMPAIR REQUIRED STRENGTH OR SERVICEABILITY OF THE MEMBER OR STRUCTURE. REFER TO ACI 305.
- NO CONCRETE ADMIXTURES SHALL BE USED WITHOUT PRIOR APPROVAL OF THE EOR OR AS SPECIFIED IN THESE SPECIFICATIONS.
- ALL EXPOSED CORNERS ABOVE GRADE SHALL HAVE A 3/4" CHAMFER, UNLESS NOTED OTHERWISE.
- SUB-BASE AND BACKFILL MATERIAL SHALL BE 3/4" MINUS COMPACTED STRUCTURAL FILL OR GRANULAR FILL.

STRUCTURAL STEEL:

- ALL STEEL DETAILING, FABRICATION, ERECTION AND IDENTIFICATION SHALL CONFORM TO THE LATEST EDITION OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) SPECIFICATIONS. ALL WELDING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN WELDING SOCIETY (AWS) SPECIFICATIONS D1.1.
- STRUCTURAL STEEL PLATE AND HOT ROLLED ANGLE AND CHANNEL SHAPES SHALL CONFORM TO ASTM A36, UNLESS NOTED OTHERWISE.
- STRUCTURAL HOT ROLLED WIDE FLANGE SHAPES SHALL CONFORM TO ASTM A992, UNLESS NOTED OTHERWISE.
- STEEL PIPE SHALL CONFORM TO ASTM A501 OR ASTM A53, TYPE E OR S, GRADE B.
- HOLLOW STRUCTURAL SHAPES (HSS) SHALL CONFORM TO ASTM A500, GRADE B.
- ALL WELDED CONNECTIONS, UNLESS NOTED OTHERWISE, SHALL BE FULLY WELDED CONNECTIONS. EFFECTIVE WELD SIZE TO BE 1/16" LESS THAN THE THINNEST MATERIAL WITH A MINIMUM OF 3/16".
- FABRICATION WELDING INSPECTION SHALL BE IN ACCORDANCE WITH AWS D1.1. AWS CERTIFIED WELDING INSPECTORS SHALL PERFORM ALL INSPECTIONS. ALL WELDS SHALL BE VISUALLY INSPECTED (VT). COMPLETE JOINT PENETRATION GROOVE WELDS SHALL BE 100% TESTED USING EITHER RADIOGRAPHIC (RT) OR ULTRASONIC (UT). ACCEPTANCE CRITERIA FOR ALL TESTING AND INSPECTION SHALL BE IN ACCORDANCE WITH AWS.
- WELD ELECTRODES SHALL CONFORM TO E70XX CLASSIFICATION ACCORDING TO AWS D1.1.
- STRUCTURAL BOLTED CONNECTIONS SHALL CONFORM TO AISC SPECIFICATIONS FOR STRUCTURAL JOINTS USING SNUG TIGHTENED ASTM A325 BOLTS, ASTM F436 FLAT WASHERS AND ASTM A563 NUTS, UNLESS OTHERWISE NOTED.
- STEEL PREPARATION, PRIMING AND PAINTING SHALL CONFORM TO THE STEEL STRUCTURES PAINTING COUNCIL (SSPC) SPECIFICATIONS. STEEL IN CONTACT WITH SOIL SHALL BE HOT-DIP GALVANIZED.

THIS DRAWING INCLUDING THE PRINCIPLES OF DESIGN IS THE PROPERTY OF SMITH & MONROE & GRAY ENGINEERS, INC. (SMG). THE DESIGN SHOWN IN THIS DRAWING IS SITE SPECIFIC AND SHALL BE USED ONLY FOR THE PROJECT SHOWN ON THE TITLE BLOCK. IF THIS DRAWING IS NOT STAMPED WITH AN ENGINEER'S SEAL, THE DRAWING MAY HAVE BEEN REPRODUCED FROM AN UNAUTHORIZED ELECTRONIC COPY. REFER TO A STAMPED AND SIGNED HARD COPY OF THIS DRAWING FOR THE AUTHORIZED DOCUMENT. THIS DRAWING IS NOT TO BE USED IN A MANNER THAT WOULD BE A DETRIMENT TO SMG. ACCEPTANCE OF THIS DRAWING IS AN AGREEMENT TO THE ABOVE.

SYN.	ISSUED FOR CONSTRUCTION	REVISIONS	BY	DATE	CHK'D
0	ISSUED FOR CONSTRUCTION		J.L.	11/8/18	ML-S



SMG
Smith Monroe Gray
ENGINEERS, INC.
Phone: 503.643.8595

DRAWN BY: J. LUM
DATE: 10/31/18

KOCH
KOCH CARBON LLC

CHKD BY: ML-S
DATE: 11/1/18

KOCH CARBON LLC
B.A.T. - PITTSBURG, CA
NEW OFFICE TRAILER

NOTES & DETAILS

SCALE: AS NOTED	DWG. NO.: 18-271A-06	REV.: 0
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Photos of existing buildings on site:





PLANNING APPLICATION (Administrative Review)
City of Pittsburg Development Services Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565
Phone: (925) 252-4920; Fax: 252-4814

TYPE OF APPLICATION REQUESTED:

- ☐ SR Sign Review Permit ☐ TS Temporary Sign Permit
☐ TA Temporary Activity Permit ☐ OD Outdoor Dining Permit
☒ Other Admin Design

STAFF USE ONLY

Application Number: AP-18-1386 Date Filed: 11-14-18

PROJECT INFORMATION: (To be completed by applicant – only complete lines that are relevant to the application)

Name of Project: APS Mobile Office Trailer

Project Location: 207 East 3rd, Pittsburg, CA 94565

Assessor's Parcel No(s): 073-020-002 (-121.8711, 38.0314)

Existing Use: Office Use Proposed Use: _____

Size of Structure(s), (sq. ft.) existing: _____

Size of Addition(s), (sq. ft.) proposed: 44' x 10' or (440 sq. ft.)

Property Size (acres or sq. ft.): _____ No. of Lots Existing: _____ Proposed: _____

Days/Hours of Operation: 8am - 6pm Mon. - Fri.

Number of Employees; Existing: _____ Proposed: _____

Number of On-Site Parking Stalls; Existing: _____ Proposed: _____

**Describe proposed project/use request below or include description as an attachment.
(For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)**

Install mobile office trailer for operations use,
office work.

APPLICANT INFORMATIONApplicant's Name: Joe Ray Email: RayJ@kochind.comPhone No: (925) 431-1090 Fax No.: ()Mailing Address: 707 East 3rd, Pittsburg, CA 94565Property Manager: Joe Ray Phone No.: () "Address: "Property Owner(s): _____ Phone No.: ()

Address: _____

Notarized Signature of Agent and/or Property Owner:

Agent (attach notary) * See attached California Acknowledgment Certificate Date _____Property owner/manager (attach notary) Joseph Ray Date 11-14-18
(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)**APPLICATION REQUIREMENTS, SUBMITTAL CHECKLIST (To be completed by applicant)**

- ☐ Planning application form completed with property owner(s) notarized signature.
- ☐ ** Two photos and/or three sets of plans of the proposed project location and/or sign(s).
- ☐ Correct filing fees. If paying by check, make payable to the City of Pittsburg.

You are encouraged to schedule an appointment with Planning Division staff to discuss your project prior to submittal of your application.

** At least one set of plans must be printed on 11x17 or 8.5x11 sized paper.

STAFF USE ONLYReceipt No. 2061287-0060 Date Rec'd: 11-14-18 By: Delia Palmer
by DJY

	Fees Paid	Finance Code
(TS) Temporary Sign Permit	\$ _____	TS
(AD) Administrative Design Review	\$ <u>900</u>	DR
(TA) Temporary Activity Permit	\$ _____	TA
Other _____	\$ _____	
Other _____	\$ _____	

TOTAL FEES PAID\$900

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Contra Costa)

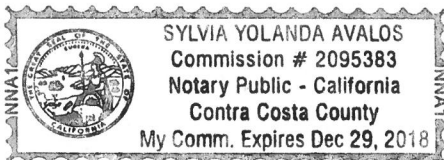
On Nov. 14, 2018 before me, Sylvia Yolanda Avalos, Notary Public
Date Here Insert Name and Title of the Officer

personally appeared Joseph Ray
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Planning Application Document Date: 11/14/18
Number of Pages: 2 Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____



City of Pittsburg

Planning Department
65 Civic Avenue
Pittsburg, CA 94565-3814

Please list all consultants hired in conjunction with this project and return to the City of Pittsburg Planning Department with the completed application form. The City's Finance Department will review the list to determine if a business license is required and will follow up directly with the consultant pursuant to Pittsburg Municipal Code Chapter 5, Business Licenses and Regulations.

Project Name/Application Number: APS Mobile Office Trailer

Project Address: 707 East 3rd, Pittsburg, CA 94565

Applicant name: Joe Ray

Applicant phone number: (925) 431-1090

Contractor/Consultant Name Address Contact Phone No.	Consultant's Scope of Work	Contract Price
SMG Engineers 503-643-8595 8625 SW Cascade Ave. Suite 600, Beaverton OR 97008	Provide structural design & Calculations	\$10,000
Sonnison + Stordahl Construction (925) 229-4028 4858 Sunrise Dr, Martinez, CA 94553	Install foundations - concrete, soil anchors	TBD
Contra Costa Electric (925) 229-4250 825 Howe Road, Martinez, CA 94553	Install service to Trailer	TBD

Attach additional sheets as necessary.

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

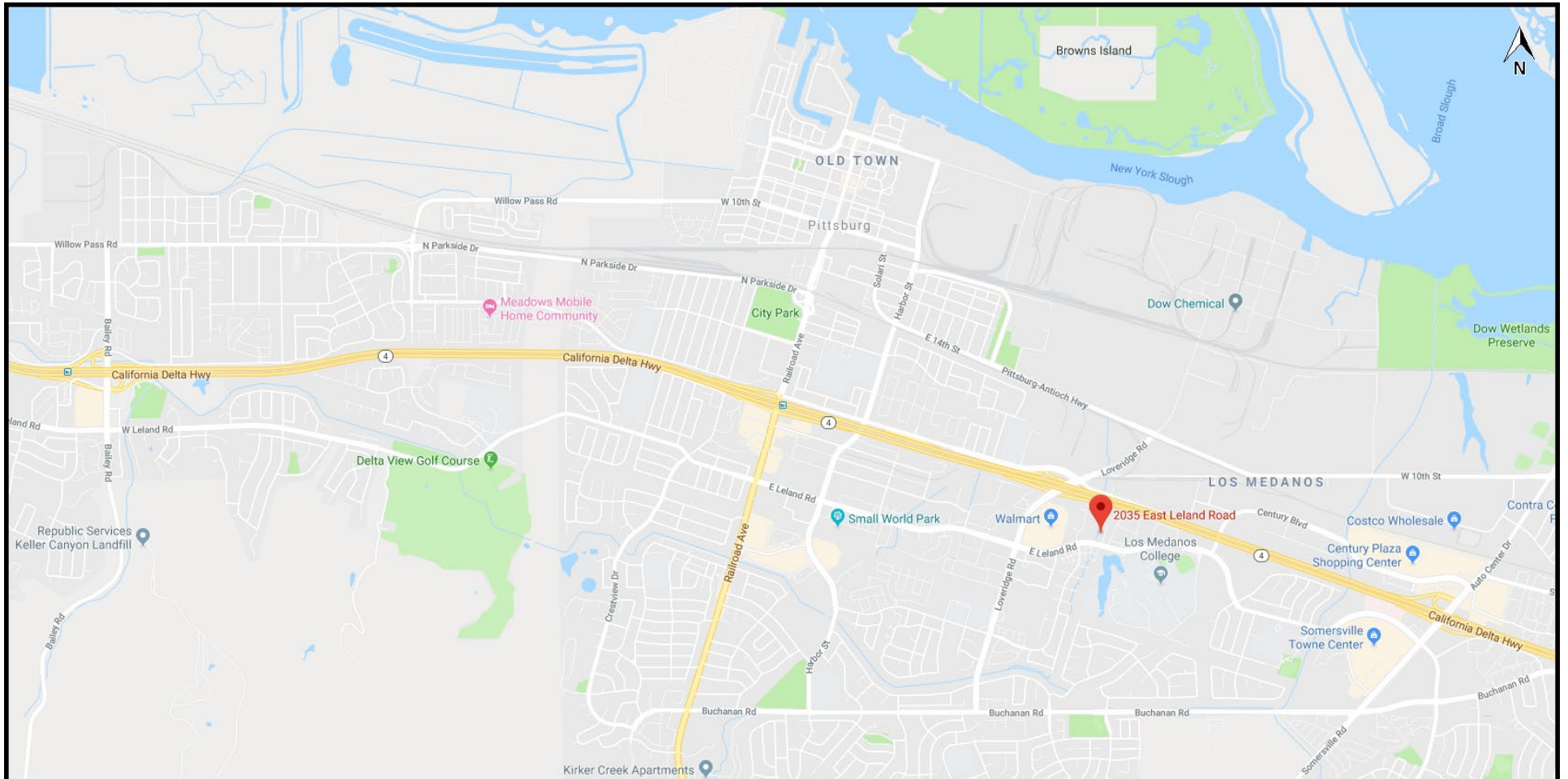
2035 E. Leland T.I., AP-18-1381 (AD).

This is an application filed by Massoud Naraghi, on behalf of Albert D. Seenoo Construction Company, requesting administrative design review approval to modify an existing façade in order to create a new storefront entrance located at 2035 E. Leland Road, in the CS (Service Commercial) District. Assessor's Parcel Number 088-152-029.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

2035 E. Leland T.I. – Vicinity Map

AP-18-1381	2035 E. Leland
Administrative Design Review	APN: 088-152-029



2035 E. Leland T.I. – Aerial Map

AP-18-1381	2035 E. Leland
Administrative Design Review	APN: 088-152-029



2 0 3 5 E A S T L E L A N D S T.

PITTSBURG, CALIFORNIA



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TENANT IMPROVEMENT
Total Equipment & Rental
of Contra Costa County
2035 East Leland St.
Pittsburg, CA 94565

Prepared for:
**Sierra Pacific
Properties, Inc.**
1800 Willow Pass Court
Concord, CA 94520

In association with:

Mechanical/Plumbing Engineers:
Mechanical Design Studio, Inc.
4415 Cowell road
Concord, CA 94518

Electrical Engineers:
Sacramento Engineering Consultants
10555 Old Placerville Road
Sacramento, CA 95827

ABBREVIATIONS			GENERAL NOTES			SYMBOLS			MATERIAL SYMBOLS			SHEET INDEX		
A	And	F.E.C.	1.	ALL CLEAR DIMENSIONS ARE TO BE EXACTLY WITHIN 1/8" OF FULL HEIGHT AND WIDTH OF WALLS. CONTRACTOR SHALL NOT ADJUST ANY DIMENSION MARKED "TOLERANT" OR "TOL." W/O WRITTEN INSTRUCTION FROM THE ARCHITECT.		25.	THE GENERAL CONDITIONS OF THE CONDITION, AIA DOCUMENT A-201 THE LATEST EDITION, SHALL BE MADE APART OF THESE DRAWINGS.		1	COLUMN LINES ORIENT POINT OF HEXAGONS TO COLUMN LINE LETTERS IN ONE DIRECTION NUMBERS IN THE OTHER DIRECTION		1	ORIGINAL ISSUE DATE MO./DAY/YR	
L	At	P.T.	2.	ALL DIMENSIONS SHOWN ARE TO FACE OF THE FINISH WALLS, U.O.N.		26.	ALL WORK SHALL BE PERFORMED IN AN APPROVED WORKMANSHIP MANNER.		142-0	GRID LINES FOR SURVEYOR'S GRID/MODULE GRID ETC.		2	MOST CURRENT ISSUE DATE MO./DAY/YR	
X	Center Line	F.H.C.	3.	CONTRACTOR SHALL ADHERE TO ALL CODES, RULES, AND REGULATIONS GOVERNING CONSTRUCTION BUILDING ACCESS AND THE USE OF FACILITIES AS SET BY FEDERAL, STATE, AND LOCAL CODES, BUILDING DEPARTMENT AGENCIES AND THE BUILDING OWNER.		27.	ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY, LESS THAN 8 INCHES FROM THE GROUND SHALL BE PRESERVED TREATED OR REDWOOD.		1	DOOR SYMBOL DOOR MARK (SYMBOL W/ONE NO. INDICATES DOOR MARK) HARDWARE GROUP		3	SHEET No.	
s	Diameter or Round	F.N.J.	4.	LOCATIONS OF ALL PARTITIONS AND DOORS SHALL BE APPROVED BY THE OWNER AS MARKED ON THE FIELD PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING OF ANY DISCREPANCIES OR CONFLICTS.		28.	WINDOWS AND DOOR LIGHT WITH 40° OF THE LOOKING DEVICE OF THE DOOR SHALL BE FULLY TEMPERED.		2	DOOR MARK (SYMBOL W/ONE NO. INDICATES DOOR MARK) HARDWARE GROUP		4	SHEET TITLE (CONTENTS)	
#	Pound or FL	F.L.	5.	THESE DRAWINGS ARE NOT TO BE SCALED FOR ANY REASON.		29.	ALL REVISIONS TO THE DRAWINGS MUST PROCEED THROUGH THE ARCHITECT. OWNER / CONTRACTOR REVISIONS MAY BE CONSIDERED INVALID.		3	WINDOW TYPE SYMBOL		5		
(C)	Number	FLASH	6.	THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD AND NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES PRIOR TO THE START OF WORK.		30.	PROVIDE MINIMUM OF TWO AIR CHANGES PER HOUR. TYPICALLY EXCEPT IN TOILET ROOM WHERE A COMPLETE AIR CHANGE EVERY 15 MINUTES IS REQUIRED. SUCH SYSTEMS SHALL BE VENTED TO THE OUTSIDE AIR.		4	LOUVER TYPE WINDOW SYMBOL SHEET LETTERS "T" & "V" SYMBOL		6		
(N)	Existing	FLOOR	7.	LARGE SCALE DRAWINGS TAKE PRECEDENCE OVER SMALL SCALE DRAWINGS AT ALL TIMES, EXCEPT OTHERWISE NOTED.		31.	THIS BUILDING SHALL CONFORM TO ALL LOCAL, STATE AND FEDERAL REQUIREMENTS FOR THE PHYSICAL HANDICAPPED.		5	SECTION SYMBOL SECTION IDENTIFICATION SECTION WHERE SECTION IS DRAWN		7		
	New	F.O.C.	8.	ALL STANDARD CONSTRUCTION SHALL CONFORM TO THE STANDARD DETAILS EXCEPT AS EXPLICITLY SUPERSEDDED BY SPECIFIC DETAILS HEREIN.		32.	PROVIDE EXIT SIGNS AS PER U.B.C. LATEST EDITION ENFORCED.		6	DETAIL SYMBOL DETAIL IDENTIFICATION NO. SHEET NO. WHERE DETAIL IS DRAWN		8		
ABBR.	Abbreviation	F.O.F.	9.	ALL EXPOSED CYP. BD. EDGES TO HAVE METAL EDGE TRIM.		33.	ALL DOORS MUST OPEN OVER A LANDING NO MORE THAN 1'2" BELOW THE THRESHOLD - U.B.C. SECTION 1004.9.		7	INTERIOR ELEVATION SYMBOL ELEVATION IDENTIFICATION (UNFOLD ELEVATION NOT SHOWN) ELEVATIONS CLOUDBOW NO. ARROW MEANS SHEET WHERE ELEVATION IS DRAWN		9		
ACCOUS.	Acoustical	F.P.S.	10.	ALL WOOD BLOODING TO BE FIRE TREATED.		34.	ALL SWITCHES AND ANY OTHER WALL MTD. CONTROL DEVICES ARE TO BE MTD. AT 48" AFF. TO CENTERLINE U.O.N. LOCATIONS ARE TO BE FIELD APPROVED BY OWNER PRIOR TO INSTALLATION U.B.C. SECTIONS 1012 AND 1013.		8	WOOD-FRAMES AT WALLS, FINISH OR TRIM		10		
A.D.	Area Drain	F.M.F.	11.	ALL NEW AND EXISTING PARTITIONS SHALL BE BRACED TO THE STRUCTURE ABOVE PER REQUIREMENT BY BUILDING DEPARTMENT AND U.B.C. SEISMIC CODE, SEE DETAILS ON SHEET 1-2.		35.	SEE MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS FOR LAYOUTS OF AND SPECIFICATIONS FOR EQUIPMENT AND DESIGN OF THESE RESPECTIVE SYSTEMS. INFORMATION INCLUDED BUT NOT LIMITED TO LIGHTING, WIRING, SPLITTING, HVAC, AND SPRINKLER SYSTEMS.		9	WOOD FRAMING - THROUGH MEMBER		11		
A.B.I.	Adjustment	F.S.	12.	CONTRACTOR SHALL COMPLY WITH CURRENT APPLICABLE LOCAL ORDINANCES FOR UTILITY SERVICES.		36.	ALL LIGHTING FIXTURES AND HVAC GRILLS TO BE LOCATED ON CEILING GRID U.O.N. CONTRACTOR SHALL NOTIFY THE OWNER OF ANY CONFLICTS WITH EXISTING GRID SYSTEM PRIOR TO INSTALLATION.		10	WOOD FRAMING - INTERRUPTED MEMBER		12		
A.F.F.	Above Finish	F.T.	13.	CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED FEES, PERMITS AND INSPECTION ASSESSED BY ANY GOVERNMENTAL AGENCY OR UTILITY COMPANY.		37.	WHERE SWITCHES ARE SHOWN ADJACENT TO EACH OTHER, THEY SHALL BE GANGED AND COVERED WITH A SINGLE PLATE.		11	PLYWOOD		13		
AGGR.	Aggregate	F.T.	14.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UNDERGROUND UTILITIES, WHETHER ENCOUNTERED, MAKE ALL NECESSARY ARRANGEMENTS FOR SUPPORT, COVER-UP, REDUCED, OR UTILITY DISCONNECTIONS AS REQUIRED BY APPLICABLE LOCAL OR PRIVATE UTILITY COMPANIES.		38.	FIRE SPRINKLER HEADS SHALL BE LOCATED 1/2" FROM THE CENTER OF THE CEILING TILE, U.O.N.		12	MARBLE		14		
AL.	Aluminum	F.U.R.	15.	CONTRACTOR AND HIS SUBCONTRACTOR(S) SHALL TAKE CAUTION WHEN WORKING AMONG THE EXISTING UTILITIES AND UNDERGROUND LINES.		39.	THE ELECTRICAL SUBCONTRACTOR IS RESPONSIBLE FOR ALL PERMITS AND APPROVALS FOR ELECTRICAL WORK.		13	TILE		15		
APPROX.	Approximate	F.V.T.	16.	AT ALL TIMES THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING THE SAFETY OF PERSONS AND PROPERTY; ALSO DESIGN ADEQUACY AND SAFETY OF EJECTION BRACING, SHORING, TEMPORARY SUPPORT, ETC. THE ARCHITECT'S JOB SITE REVIEW IS NOT INTENDED TO INCLUDE REVIEW OF ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES.		40.	THE ELECTRICAL SUBCONTRACTOR SHALL FURNISH AND INSTALL EXIT LIGHTS IN ACCORDANCE WITH THE PREVAILING BUILDING AND FIRE CODES.		14	CONCRETE		16		
ARCH.	Architectural	G.A.	17.	THE CONTRACTOR SHALL WARRANT THAT ALL MATERIALS AND WORKMANSHIP ARE IN COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS, AND ALL CHANGES HAVE THE ARCHITECT'S APPROVAL.		41.	ALL ROUND AND SQUARE CEILING FIXTURES TO BE LOCATED AT CENTER OF CEILING TILE, U.O.N.		15	CONCRETE BLOCK-MASONRY		17		
ASB.	Asbestos	G.B.	18.	THE CONTRACTOR IS RESPONSIBLE TO COMPARE AND COORDINATE ALL DRAWING FOR PROPER FIT AND ATTACHMENT OFF ALL PARTS. DETAILS NOT SHOWN, NOR DETAILED ON DRAWINGS, NOR CALLED FOR IN THESE NOTES SHALL BE CONSTRUCTED TO SAME SIZE AND CHARACTER AS FOR SIMILAR CONDITIONS WHICH ARE SHOWN, DETAILED SPECIFICATIONS, OR COMMONLY CONSTRUCTED IN THE INDUSTRY.		42.	PROVIDE TEMPERED GLAZING WHERE GLAZING IN FIELD OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES (610 MM) AND OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE THE WALKING SURFACE. U.B.C. SECTION 2408.4(b).		16	MORTAR		18		
ASPH.	Asphalt	G.C.	19.	THE CONTRACTOR SHALL EXAMINE ALL CONSTRUCTION DOCUMENTS, SHALL VERIFY CONDITIONS AND DIMENSIONS SHOW ALL LINES AND LEVELS INDICATED PRIOR TO STARTING WORK. SHOULD THERE BE ANY DISCREPANCIES, IMMEDIATELY REPORT TO THE ARCHITECT FOR CLARIFICATION.		43.	ALL EXIST DOORS SERVING THE BUILDING SHALL SWING IN THE DIRECTION OF EXIT TRAVEL, WHEN REQUIRED BY CODE.		17	ROCK FILL		19		
B.D.	Board	G.B.	20.	THE CONTRACTOR SHALL VERIFY ALL ELECTRICAL AND PLUMBING ROOM-IN LOCATIONS FOR ANY SPECIAL EQUIPMENT WITH THE SUPPLIER OF SUCH EQUIPMENT.		44.	PROVIDE APPROVED PANIC HARDWARE ASSEMBLIES ON ALL EXIT DOORS, WHERE REQUIRED BY CBC AND/OR BUILDING/FIRE CODE.		18	SAND		20		
B.T.M.	Bottom	G.O.	21.	THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THAT OF THEIR SEPARATE CONTRACTORS SUCH AS MASONRY, ETC. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION AND REQUIRED CLEARANCES OF THE EQUIPMENTS. NO STRUCTURAL MEMBER SHALL BE OMITTED, NOTCHED, CUT, BLOTTED OUT, OR RELEGATED W/O PRIOR APPROVAL BY THE ARCHITECT OR ENGINEER.		45.	PROVIDE ILLUMINATED EXIT SIGN AT ALL REQUIRED EXITS SIGNS AT ALL REQUIRED EXITS AND WHERE OTHERWISE NECESSARY IN ORDER TO INDICATE THE DIRECTION OF EGRESS. SIGNS ARE TO BE ILLUMINATED AT ANY TIME THE BUILDING IS OCCUPIED. THE EXIT SIGN SYSTEM IS TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL CODE USED. PROVIDE TWO (2) SEPARATE SOURCES OF POWER.		19			21		
B.L.C.	Building	G.Q.	22.	THE CONTRACTOR OF EACH TRADE SHALL KEEP THE PREMISES CLEAN AT ALL TIMES AND SHALL REMOVE ALL RUBBISH AS OFTEN AS REQUIRED FOR THE CONSTRUCTION AND FOR CONVENIENCE OF THE OWNER.		46.	REGARDLESS OF THE OCCUPANT LOAD SERVED, EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, OR ANY SPECIAL KNOWLEDGE OR EFFORT. KEY-LOOKING HARDWARE MAY BE USED ON THE MAIN EXIT WHERE THE MAIN EXIT CONSISTS OF A SINGLE DOOR ON A PAIR OF DOORS WHERE THERE IS REMAINLY VISIBLE DURABLE SIGN OR ADJACENT TO THE DOOR SILLING THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS. THIS DOOR MUST REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED. THE SIGN SHALL BE NOT LESS THAN 1 INCH (25 MM) HIGH ON A CONTRASTING BACKGROUND. WHEN UNLOCKED, THE SINGLE DOOR OR BOTH LEAVES OF A PAIR OF DOORS MUST BE FREE TO SWING WITHOUT OPERATION OF ANY LATCHING DEVICE. THE USE OF THIS DEVIATION MAY BE REVOKED BY THE BUILDING OFFICIAL, DEFENDING AGENCY FOR ONE CAUSE.		20			22		
B.M.	Beam	G.W.	23.	PROTECTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO PROTECT ADJACENT PROPERTY AT ALL TIMES DURING CONSTRUCTION. PROTECTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR SO AS TO NOT CAUSE ANY MUD, SILT, OR DEBRIS ONTO PUBLIC OR ADJACENT PROPERTY.		47.	PROVIDE AN APPROVED EMERGENCY EXIT LIGHTING WHICH ILLUMINATES ALL EXIT PATHWAYS AN WHICH RECEIVES ITS POWER SUPPLY FROM STORAGE BATTERIES OR AN EMERGENCY POWER GENERATOR. THE SYSTEM SHALL BE CAPABLE OF ACTIVATING AUTOMATICALLY IN THE EVENT OF A POWER FAILURE AND SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL CODE USED.		21			23		
BOT.	Bottom	H.B.	24.	ALL TEMPORARY BRACING AND SHORING SHALL BE DESIGNED TO SUSTAIN ALL CONSTRUCTION LOADS, SOIL PRESSURE, LATERAL AND OTHER LOADS TO WHICH THE STRUCTURE MAY BE SUBJECT.					22			24		
CAB.	Cabinet	H.C.							23					
CB.	Cable Basin	H.D.							24					
CEM.	Cement	H.E.												
CER.	Ceramic	H.M.												
C.I.	Cast Iron	H.O.Z.												
C.L.	Center Guard	H.S.												
CLG.	Ceiling	H.T.												
CLQ.	Caulking	I.D.												
CLO.	Closet	I.D.												
CLR.	Clear	I.D.												
C.O.	Cased Opening	I.D.												
COL.	Column	INSUL.												
CONC.	Concrete	INT.												
CONN.	Connection	JAN.												
CONSTR.	Construction	JCT.												
CONT.	Contractor	KIT.												
COORD.	Coordinator	LAB.												
CTSK.	Counterpane	LAM.												
CNTL.	Control	LAV.												
CTR.	Center	LCKR.												
DBL.	Double	LT.												
DEPT.	Department	MAX.												
D.F.	Drinking	MED.												
	Fountain	MCH.												
DET.	Detail	MEMB.												
DI.	Diameter	MET.												
DM.	Dimension	MFR.												
DSP.	Dispenser	MHL.												
DN.	Down	MIL.												
D.O.	Door Opening	MIR.												
DR.	Door	MISC.												
DNR.	Drawer	MOS.												
DS.	Downspout	MTC.												
D.S.P.	Drain Sandpape	MUD.												
DWG.	Drawing	MUL.												
E.	East	N.												
EA.	Exp. Joint	N.C.												
E.J.	Electrical	NO.												
EL.	Elevator	N.O.S.												
ELEV.	Elevation	N.T.S.												
EMER.	Emergency	O.A.												
ENCL.	Enclosure	O.C.												
EP.	Electrical	O.C.												
EQ.	Equipment	O.C.												
EWC.	Equip. Water	O.C.												
EXT.	Exterior	O.C.												
	Exposed	O.C.												
	Expansion	O.C.												
	Exterior	O.C.												
F.A.	Fire Alarm	P.L.M.												
F.B.	Flow Bar	P.L.M.												
F.D.	Flow Drain	P.L.M.												
FON.	Foundation	P.L.M.												
F.F.	Fire Extinguisher	P.L.M.												

BUILDING DATA STATEMENT

DEFERRED SUBMITTALS

BUILDING DATA STATEMENT: THIS SUBMITTAL IS FOR THE INTERIOR REMODELING OF THE EXISTING STRUCTURE AS SHOWN ON OUR DRAWINGS. THIS WORK INCLUDES: 1. REMODELING OF EXISTING ACCESSIBLE PARKING AND NEW PARKING STALLS 2. STRIPPING, NEW ACCESSIBLE RAMP AND STEPS AT THE NEW MAIN ENTRANCE. 3. PARTIAL DEMOLITION OF THE EXISTING INTERIOR. 4. ADDITION OF NEW INTERIOR SPACES. 5. NEW STONE/STAINLESS STEEL. 6. NEW MECHANICAL AND PLUMBING 7. NEW ELECTRICAL WORK	1. PROVIDE DESIGN BUILD AUTOMATIC FIRE SPRINKLER SYSTEM AND ALL THE MODIFICATION TO THE EXISTING AS REQUIRED BY CODE AND CC FIRE PREVENTION DISTRICT. CONTRACTOR SHALL FURNISH AND INSTALL ALL REQUIRED SYSTEM AND SHALL PROVIDE DRAWINGS AND OTHER DOCUMENTS TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.
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VICINITY MAP

SITE

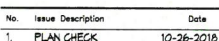
Google



In association with

Electrical Engineers:
Sacramento Engineering Consultants
10555 Old Placerville Road
Sacramento, CA 95827

Key Plan



Drawn by: FM Reviewed by: MN

Project No: 140618-07SPF

CD-AB.1 Door Styles & Notes.dwg

Sheet Titles:

DOOR & WINDOW STYLES AND NOTES

Original drawing is 30" x 42". Scale and/or accordingly if reduced

A8.1

P:\ARCH-Projects\2018\140618-07SPP\2035 Leland-TI\CAD\CD\A\SHEETS\CD-AB.1 Door Styles & Notes.dwg

Oct 31, 2018 05:57pm Mossoud

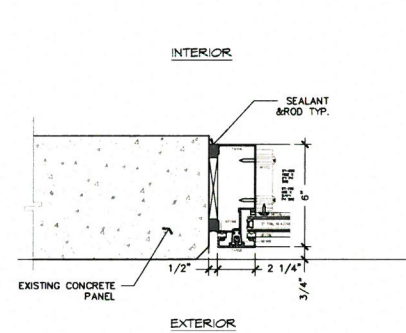


No.	Issue Description	Date
1.	PLAN CHECK	10-26-2018

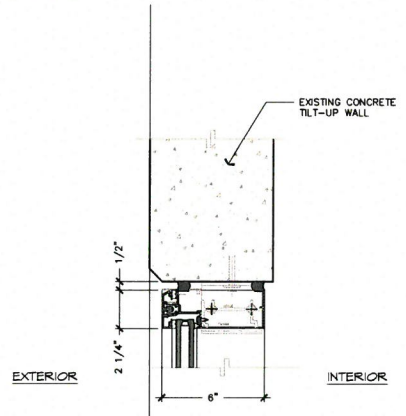
Drawn by: FM Reviewed by: MN
Project No: 140618-07SPP
CD-A8.2 Door Details.dwg
Sheet Title:
CURTAIN WALL &
DOOR DETAILS

Original drawing is 30" x 42". Scale applies accordingly if reduced
Sheet Number:

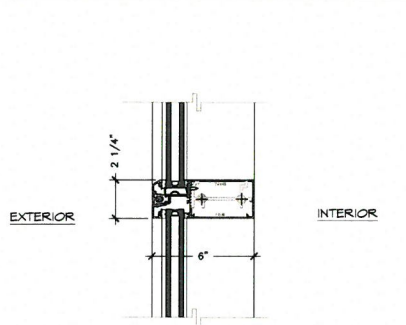
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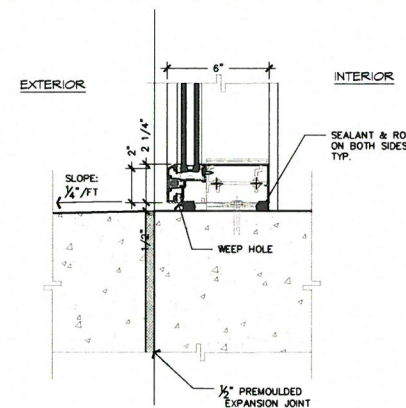
13 TYPICAL JAMB @ OPENING
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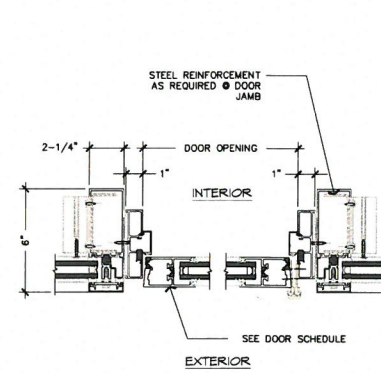
14 TYPICAL HEAD @ OPENING
SCALE: 3"=1'-0"



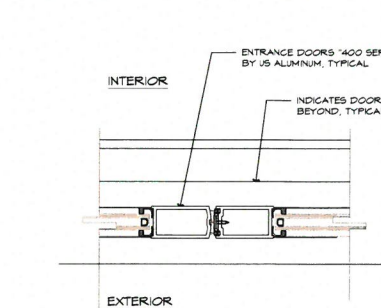
15 TYPICAL SECTION @ HORIZONTAL CURTAIN WALL SYSTEM
SCALE: 3"=1'-0"



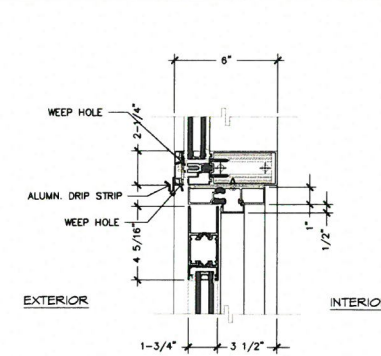
16 TYPICAL SILL @ OPENING
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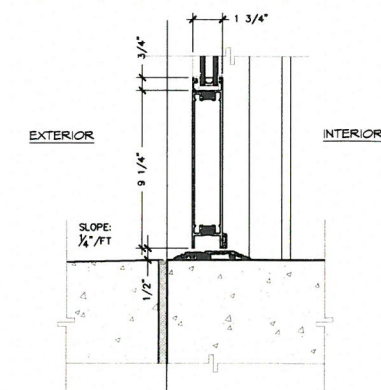
9 TYPICAL DOOR JAMB
SCALE: 3"=1'-0"



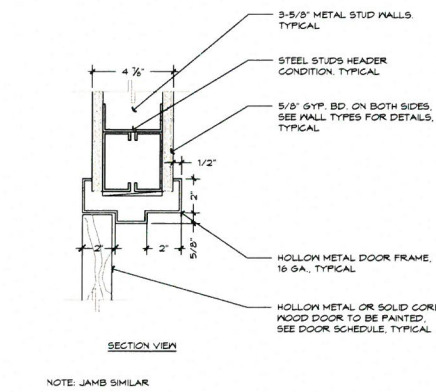
10 STOREFRONT DR MTNG. STY.
SCALE: 3"=1'-0"



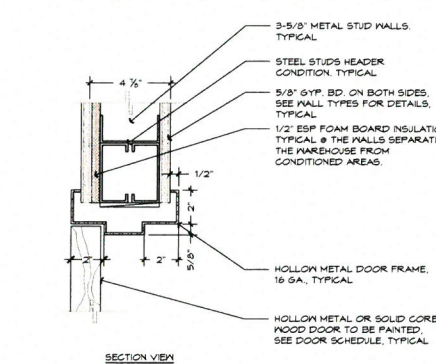
11 TYPICAL SECTION @ DOOR HEAD
SCALE: 3"=1'-0"



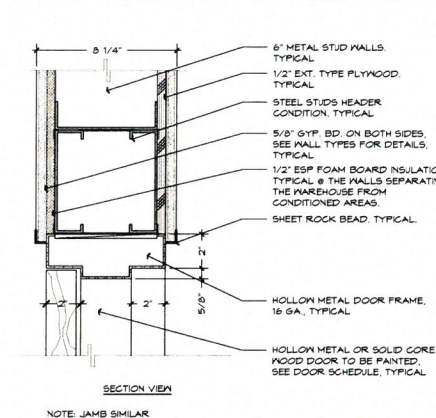
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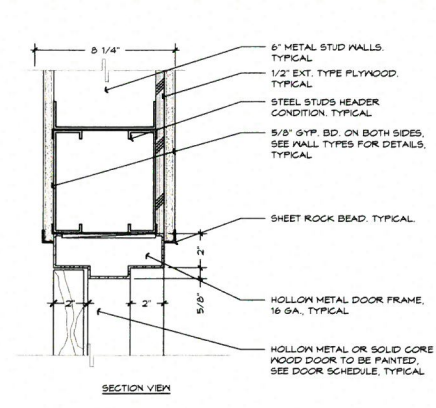
5 DETAIL @ INT. DOOR HEAD
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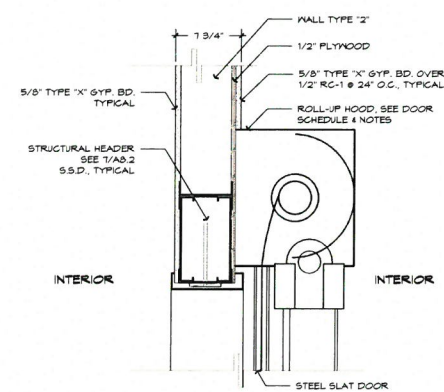
6 DETAIL @ INT. DOOR HEAD
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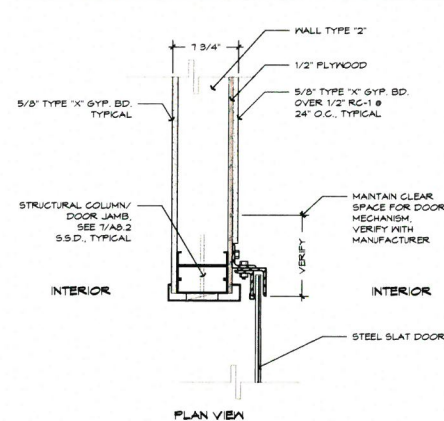
7 DETAIL @ INT. DOOR HEAD
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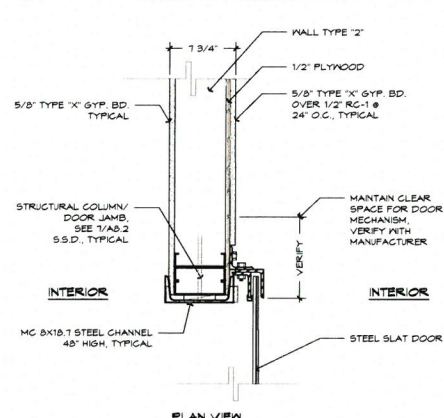
8 DETAIL @ INT. DOOR HEAD
SCALE: 3"=1'-0"



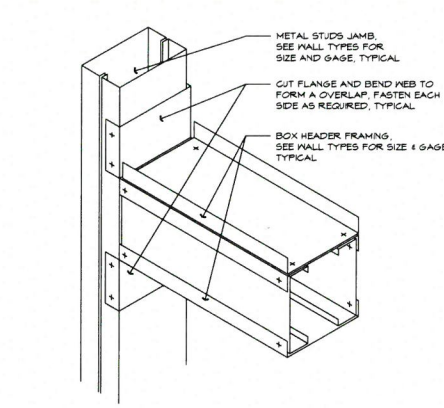
1 HEAD @ ROLL UP DOORS
SCALE: 1 1/2"=1'-0"



2 JAMB @ ROLL UP DOORS
SCALE: 1 1/2"=1'-0"



3 LOWER JAMB @ ROLL UP DRs.
SCALE: 1 1/2"=1'-0"



4 METAL HEAD FRAMING DETAIL
SCALE: NO SCALE

INTERIOR FINISH SCHEDULE																																																																																																																																																																																																																																																																																																																																																																												
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FENCE	EXISTING TO REMAIN	GYPSUM WALLBOARD	PLYWOOD	FRP WANSKOT	CHAIN LINK FENCE	EXISTING TO REMAIN	GYPSUM WALLBOARD</	

INTERIOR FINISH NOTES

- REMOVE EXISTING & CLEAN THE CONCRETE FLOOR TO INSTALL NEW CARPET IN THIS AREA. CARPET TO BE SELECTED BY LANDLORD & TENANT, CONTRACTOR TO PROVIDE SAMPLES FOR SELECTION.
- REMOVE EXISTING AND CLEAN CONCRETE FLOOR TO INSTALL 12 X 12 X 1/8 VC TILE FLOORING. TILE TO BE "IMPERIAL TEXTURE, STANDARD EXCELON" AS MANUFACTURED BY "ARMSTRONG". INSTALL PER MANUFACTURER'S INSTRUCTION. CONTRACTOR TO PROVIDE SAMPLES FOR LANDLORD & TENANT SELECTION.
- PROVIDE ESD CONTROL FLOORING (CONDUCTIVE/DISSIPATIVE TILE). TILE TO BE "EXCELON SDT, 51951 ARMOR GRAY" AS MANUFACTURED BY "ARMSTRONG". INSTALL PER MANUFACTURER'S INSTRUCTION. CONTRACTOR TO PROVIDE SAMPLES FOR LANDLORD & TENANT REVIEW.
- EXISTING CONCRETE FLOOR TO BE CLEANED OF ALL EXISTING FINISHES AND OTHER MATERIALS. CONCRETE FLOOR TO BE RESEALED W/CLEAN SEALER, TYP.
- PROVIDE 4" RUBBER TOP BASE BY "BURKE". COLOR TO BE SELECTED BY THE LANDLORD & TENANT. CONTRACTOR TO PROVIDE SAMPLES.
- PROVIDE 6" COVERED BASE RUBBER TOP BASE BY "BURKE". COLOR TO BE SELECTED BY THE LANDLORD & TENANT. CONTRACTOR TO PROVIDE SAMPLES.
- WHERE NO BASE IS REQUIRED AND FINISH BASE IS THE GYP. BD. WALL, PROVIDE SHEETROCK STEEL J-RUNNER. TYPICAL.
- PROVIDE NEW GYP. BD. WALL WITH ALL REQUIRED ACCESSORIES. ALL GYP.BD. WALLS TO RECEIVE TWO COATS OF PAINT OVER A COAT OF BASE. COLOR TO BE OFF-WHITE (ANTIQUE WHITE) OR AS SELECTED BY THE LANDLORD & TENANT. THE WALL TEXTURE TO MATCH EXISTING WALLS.
- PROVIDE NEW W.R. GYP. BD. OR 1/2" DUROCK CEMENT BOARD, IN WET AREAS, WITH ALL REQUIRED ACCESSORIES. WHERE NO OTHER FINISHES ARE REQUIRED, PROVIDE TWO COATS OF PAINT OVER A COAT OF BASE. COLOR TO BE OFF-WHITE (ANTIQUE WHITE) OR AS SELECTED BY THE LANDLORD & TENANT. PROVIDE SMOOTH FINISH IN ALL RESTROOMS.
- ALL GYP. BD. & DUROCK CEMENT BOARD TO BE TAPED & SANDED, READY FOR PAINT. PROVIDE MINIMUM "LEVEL V" IN PUBLIC AREAS, "LEVEL IV" IN OTHER AREAS. TYPICAL.
- NEW 24"X48"X5/8", "FINE FIGURED" TILE, #1729, SQUARE LAY-IN TILES W/PRELUDE 15/16" EXPOSED TEE GRID SYSTEMS BY "ARMSTRONG WORLD INDUSTRIES, INC." OR APPROVED EQUAL BY THE LANDLORD & TENANT. COLOR TO BE WHITE.

FLOOR PLAN NOTES

- EXISTING CONCRETE FLOOR TO REMAIN. PROVIDE APPROVED SEALER. SEE FINISH NOTES & SCHEDULE.
- SEE ELECTRICAL DRAWINGS FOR ALL ELECTRICAL WORK OF THE PROJECT. TYPICAL.
- COMPLY WITH ACCESSIBILITY REQUIREMENTS, PER "CA T24" AND FEDERAL ADA CODES IN ALL AREAS OF THE PROJECT INCLUDING THE ENTRANCES AND EXITS, PATH OF TRAVEL. ... SEE SHEETS G1.0 THROUGH G1.4.
- PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY ON OR ADJACENT TO BUILDING ENTRANCE SEE DETAIL 1/G1.2.
- ALL ENTRANCES AND EXTERIOR GROUND LEVEL EXITS SHALL BE ACCESSIBLE.
- REGARDLESS OF THE OCCUPANT LOAD, PROVIDE A FLOOR OR LANDING ON EACH SIDE OF A DOOR. THE FLOOR OR LANDING SHALL NOT BE MORE THAN 1/2 INCH LOWER THAN THE THRESHOLD OF THE DOOR, ON BOTH SIDES OF THE DOOR. COMPLY WITH FOR ALL ENTRANCE AND INTERIOR DOORS AS PART OF PATH OF TRAVEL.
- CONTRACTOR SHALL EXAMINE & VERIFY ALL THE EXISTING WALLS, DOORS, WINDOWS, ELECTRICAL & MECHANICAL EQUIPMENT PRIOR START WORK.
- SEE MECHANICAL & PLUMBING DRAWINGS FOR ALL HVAC & PLUMBING WORK.
- PROVIDE NEW WALLS AS SHOWN ON THESE DRAWINGS. THE LOBBY SHALL BE SEPARATED FROM THE REST OF SPACES BY THE WALL FROM CONCRETE FLOOR SLAB TO UNDERSIDE OF ROOF STRUCTURE.
- PROVIDE AND INSTALL STEEL CHANNEL (MC8X10.7), 48" TALL @ EACH JAMB OF NEW INTERIOR ROLL-UP DOOR. STEEL CHANNELS TO BE PAINTED YELLOW (GAL. TRAN). TYPICAL.
- ALL DIMENSIONS SHOWN ARE FROM FACE OF CONCRETE OR STUDS TO FACE OF CONCRETE OR STUDS, U.O.N. TYPICAL.
- ALL EXTERIOR WALLS ARE EXISTING, 1 1/2" CONCRETE TILT-UP WALLS (2 HR RATED). TYPICAL.
- SIDE WALKS (PLATWORK) SHALL BE A MIN. OF 4" CONCRETE 1/4" MIN. #4 REBAR @ 18" O.C. EACH WAY. PROVIDE EXPANSION JOINTS @ MIN 5'-0" INTERVALS OR AS SHOWN ON SITE PLAN. ALL WALKS SHALL COMPLY W/ ALL ACCESSIBILITY CODES.
- ANNUAL SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS OR OTHER OPENINGS IN PLATES AT EXTERIOR WALLS SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS BY CLOSING SUCH OPENINGS WITH CEMENT MORTAR, CONCRETE MASONRY OR SIMILAR METHOD ACCEPTABLE TO THE ENFORCING AGENCY.
- PROTECT BUILDING MATERIALS DELIVERED TO CONSTRUCTION SITE FROM RAIN AND OTHER SOURCES OF MOISTURE.
- RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 50 PERCENT OF THE NON HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE IN ACCORDANCE WITH ONE OF THE FOLLOWING:
 - COMPLY WITH A MORE STRINGENT LOCAL CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT ORDINANCE.
 - COMPLY WITH SECTION 5.409.3, "CONSTRUCTION WASTE MANAGEMENT" REQUIREMENTS. SEE SHEETS G1.2, G1.3, AND G1.4.
 - COMPLY WITH SECTION 5.409.3, "EXCAVATED SOIL AND LAND CLEARING DEBRIS" REQUIREMENTS. SEE SHEET G1.2, G1.3, AND G1.4.
- COVERING OF DUCT OPENINGS AND PROTECTION OF MECHANICAL EQUIPMENT DURING CONSTRUCTION.
 - COMPLY WITH SECTION 5.504.3 OF CAL GREEN BUILDING STANDARDS.
- FINISH MATERIAL POLLUTANT CONTROL:
 - COMPLY WITH SECTIONS 5.504.4.1 THROUGH 5.504.4.4. SEE SHEET G1.5.
- THERMAL INSULATION:
 - ALL THERMAL/BATT INSULATION SHOWN IN THE WALLS AND UNDERSIDE OF ROOF SHALL NOT CONTAIN ANY ADDED FORMALDEHYDE AND INSULATION MATERIAL SHALL MEET THE POLLUTANT EMISSION LIMITS, COMPLYING WITH SECTION 5.504.4.6. SEE SHEET G1.5.
- INDOOR MOISTURE AND RADON CONTROL:
 - BUILDINGS SHALL MEET OR EXCEED THE PROVISIONS OF CBC, CCR, TITLE 24, PART 2, SECTION 1209. SEE SHEET G1.5.
- ACOUSTICAL CONTROL:
 - COMPLY WITH REQUIREMENT FOR NOISE CONTROL ON THE EXTERIOR COMPONENTS OF THE SHELL BUILDING AS DESCRIBED ON SECTION 5.501.4. SEE SHEET G1.5.
- PROVIDE 3" EPS FOAM BOARD INSULATION OVER THE METAL STUDS, AT THE WALLS SEPARATING THE CONDITION SPACES FROM UNCONDITIONED SPACES. TYPICAL. SEE WALL TYPES ON SHEET A1.3.

PLAN LEGEND

- NEW & EXISTING DOOR
- NEW & EXISTING WINDOW
- EXISTING EXTERIOR CONCRETE TILT-UP WALL TO REMAIN
- EXISTING INTERIOR WOOD STUD WALLS TO REMAIN
- NEW INTERIOR METAL STUD WALL, SEE WALL TYPE [1] & [2]
- NEW FULL HEIGHT INTERIOR DEMISING WALL FROM SLAB TO UNDERSIDE OF STRUCTURE ABOVE, SEE WALL TYPE [2]
- WALL TYPE
- EXISTING & NEW CHAIN LINK FENCE
- SEE DEMOLITION & SITE PLANS



1575 TREAT BLVD., SUITE 101
WALNUT CREEK, CA 94598
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TENANT IMPROVEMENT
Total Equipment & Rental
of Contra Costa County
2035 East Leland St.
Pittsburg, CA 94565

Prepared for:
Sierra Pacific Properties, Inc.
1800 Willow Pass Court
Concord, CA 94520

In association with:
Mechanical/Plumbing Engineers:
Mechanical Design Studio, Inc.
4415 Cowell Road
Concord, CA 94518

Electrical Engineers:
Sacramento Engineering Consultants
10555 Old Placerville Road
Sacramento, CA 95827

Key Plan

Professional seals

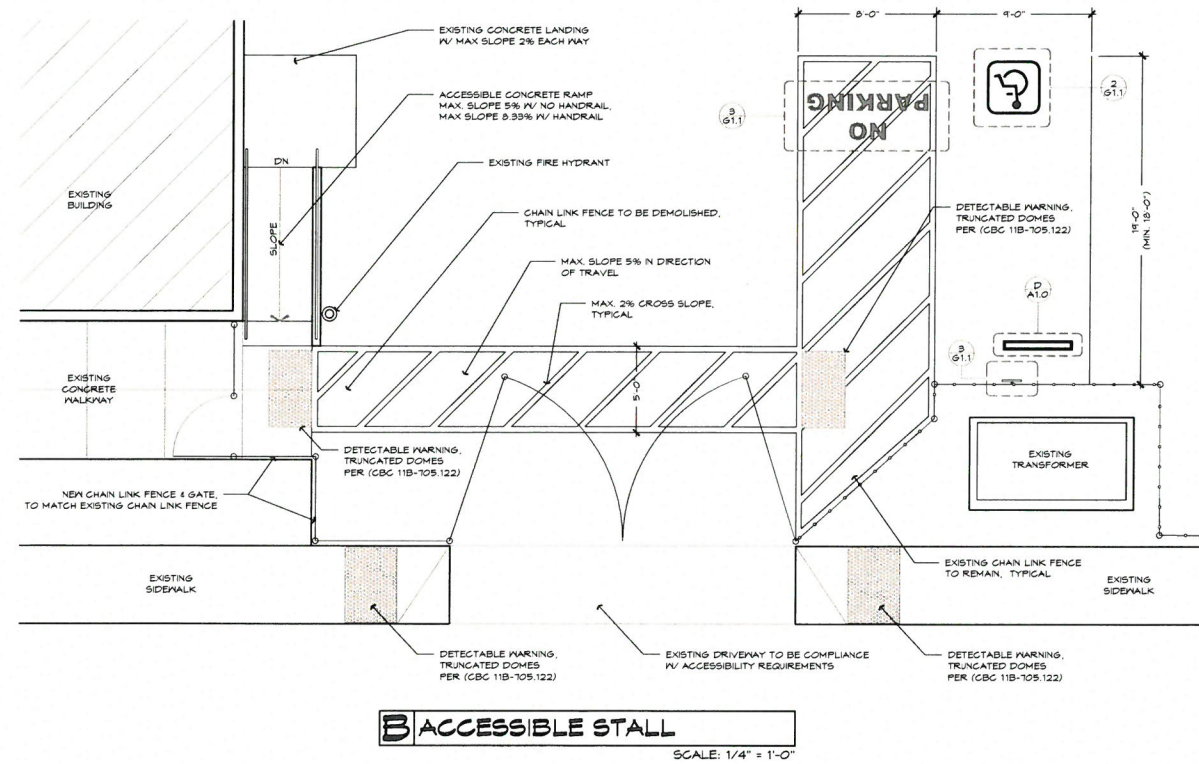


No.	Issue Description	Date
1.	PLAN CHECK	10-26-2018

Drawn by: FM Reviewed by: MN
Project No: 140618-07SPP
CD-A2.1 FLRPLN.dwg
Sheet Title:
FLOOR PLAN & FINISH SCHEDULE

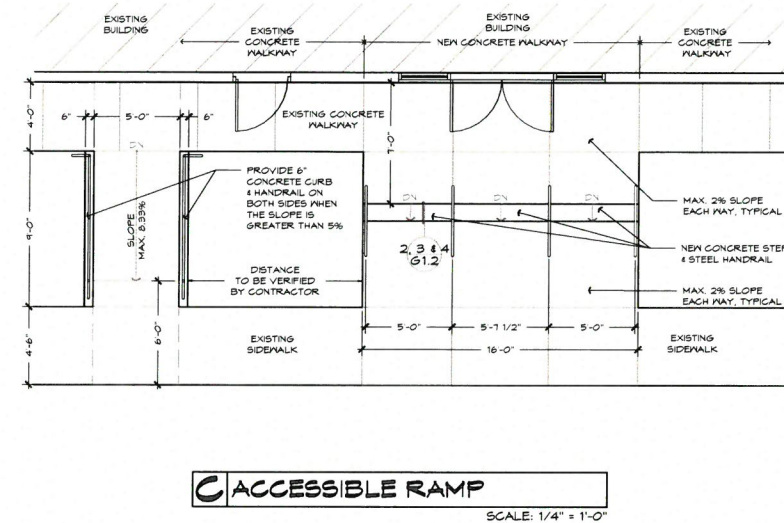
Original drawing is 36" x 48". Scale in this accordance 1" = 8'-0"

A2.1



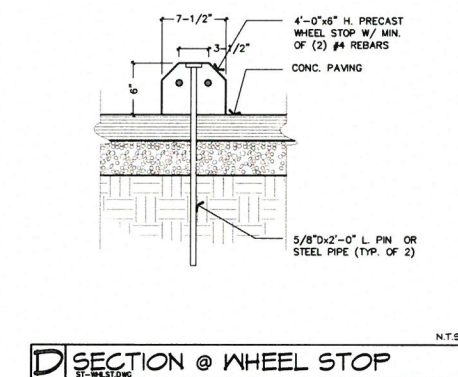
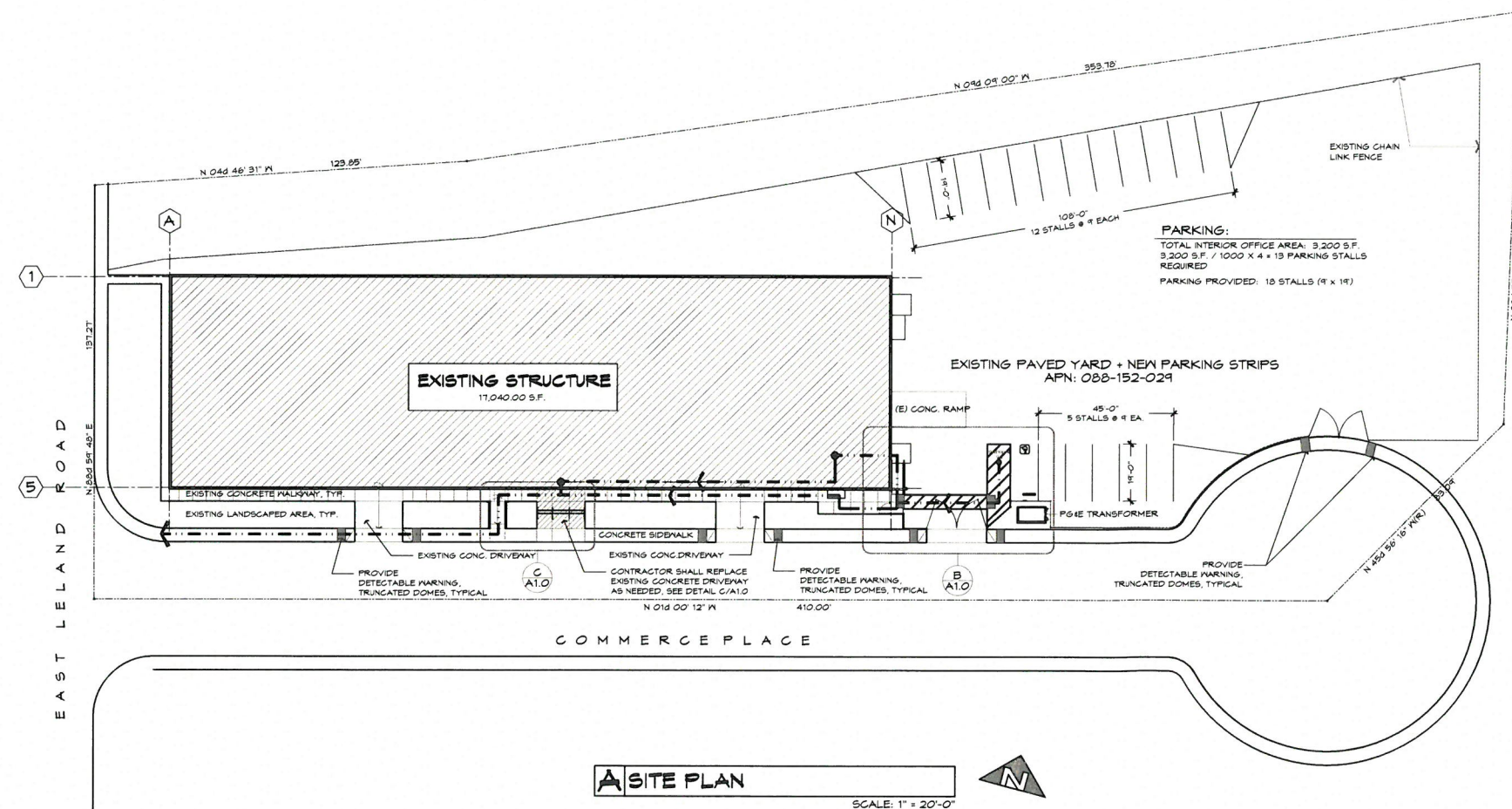
SHEET NOTES:

1. PROVIDE NEW DIRECTIONAL SIGNAGE ON THE EXTERIOR OF THE BUILDING TO ASSIST DISABLE PERSON TO THE MAIN ACCESSIBLE PATH OF TRAVEL TO THE MAIN ENTRANCE.
2. INDICATES ACCESSIBLE PATH OF TRAVEL. COMPLY WITH CA T24 REQUIREMENTS. SEE DETAIL 1/G1.1.
3. PROVIDE ACCESSIBILITY LOGO AT THE MAIN ENTRANCES.
4. WHERE SHOWN ON THESE DRAWINGS AND WHERE EXISTING DOES NOT COMPLY WITH ACCESSIBILITY REQUIREMENTS, REPLACE EXISTING CONCRETE SIDEWALK WITH NEW 4" THICK CONCRETE IV #3 REBARS @ 18" O.C. EACH WAY, OVER MIN. 6" CRUSHED, CLEAN ROCK BASE FINISH TO BE MEDIUM BROOM FINISH COMPLYING WITH CODE. COMPLY WITH ALL CODE AND CITY REQUIREMENTS.
5. EXISTING AND NEW RAMPS TO COMPLY WITH ACCESSIBILITY REQUIREMENTS. SEE DETAILS #1, #2, AND #3 SHEET G1.2. TYPICAL.
6. ALL CURB RAMPS TO COMPLY WITH CA. T24 REQUIREMENTS. SEE DETAILS #5, #6, #10 AND #16 SHEET G1.1. TYPICAL.
7. WHERE CURB RAMPS LEADING TO ACCESSIBLE ROUTES ARE PROVIDED, CURB RAMPS SHALL HAVE DETECTABLE WARNING EXTENDING THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP, EXCLUDING FLARED SIDES. TYPICAL USE CALTRANS STANDARD DETAIL "RSP-ASBA" AS GUIDE LINE.
8. REMOVE EXISTING CHAIN LINK FENCE WHERE SHOWN, AND REPLACE WITH NEW CHAIN LINK FENCE TO MATCH EXISTING IN NEW LOCATION WITH NEW 3" WIDE GATE.



PLAN LEGEND

- INDICATES PATH OF ACCESSIBLE ROUTE
- INDICATES DETECTABLE WARNING TRUNCATED DOMES



Key Plan

Professional seals



No.	Issue Description	Date
1.	PLAN CHECK	10-26-2018

Drawn by: FM Reviewed by: MN
Project No: 140618-07SPP
CD-A1.0-SITE PLAN.dwg
Sheet Title:
SITE PLAN & NOTES

Original drawing is 30" x 42". Scale entities accordingly if reduced.
Sheet Number:

A1.0



PLANNING APPLICATION (Administrative Review)
City of Pittsburg Development Services Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565
Phone: (925) 252-4920; Fax: 252-4814

TYPE OF APPLICATION REQUESTED:

- ☐ SR Sign Review Permit ☐ TS Temporary Sign Permit
☐ TA Temporary Activity Permit ☐ OD Outdoor Dining Permit
☒ Other DESIGN REVIEW

STAFF USE ONLY

Application Number: AP-18-1381

Date Filed: 11-5-18

PROJECT INFORMATION: (To be completed by applicant – only complete lines that are relevant to the application)

Name of Project: 2035 E. LELAND T.I.

Project Location: PITTSBURG, CA.

Assessor's Parcel No(s): 088-152-029-0 (-121.8647, 38.0087)

Existing Use: OFFICE/WAREHOUSE Proposed Use: OFFICE/WAREHOUSE

Size of Structure(s), (sq. ft.) existing: 17,040 S.F.

Size of Addition(s), (sq. ft.) proposed: 0

Property Size (acres or sq. ft.): _____ No. of Lots Existing: 1 Proposed: 1

Days/Hours of Operation: 8:00 AM TO 5:00 PM

Number of Employees; Existing: ? Proposed: 14

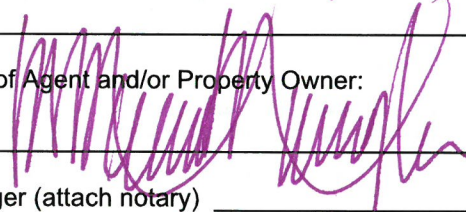
Number of On-Site Parking Stalls; 18 Existing: 6 Proposed: 18

Describe proposed project/use request below or include description as an attachment.
(For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)

TENANT IMPROVEMENT FOR "TOTAL EQUIPMENT
& RENTAL OF CONTRA COSTA COUNTY." AS
NEW TENANT.

APPLICANT INFORMATIONApplicant's Name: MASSOUD NARAGHI Email: massoud@nararch.netPhone No.: (925) 256-6454 Fax No.: (925) 944-5360Mailing Address: 1575 TREAT BLVD., WALNUT CREEK, CA.Property Manager: BOB GARRISON Phone No.: (925) 609-6228Address: 1800 WILL PACE COURTProperty Owner(s): SIERRA PACIFIC INC. Phone No.: (925) 609-6000

Address: _____

Notarized Signature of Agent and/or Property Owner: Agent (attach notary) _____ Date 11/01/2018

Property owner/manager (attach notary) _____ Date _____

(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

APPLICATION REQUIREMENTS, SUBMITTAL CHECKLIST (To be completed by applicant)

- ☐ Planning application form completed with property owner(s) notarized signature.
- ☐ ** Two photos and/or three sets of plans of the proposed project location and/or sign(s).
- ☐ Correct filing fees. If paying by check, make payable to the City of Pittsburg.

You are encouraged to schedule an appointment with Planning Division staff to discuss your project prior to submittal of your application.

** At least one set of plans must be printed on 11x17 or 8.5x11 sized paper.

STAFF USE ONLYReceipt No. 006063-0040 Date Rec'd: 11.5.18 By: Celia F. Palmer
by LB T

	Fees Paid	Finance Code
(TS) Temporary Sign Permit	\$ _____	TS
(AD) Administrative Design Review	\$ <u>900</u>	DR
(TA) Temporary Activity Permit	\$ _____	TA
Other _____	\$ _____	
Other _____	\$ _____	

TOTAL FEES PAID\$ 900

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Contra Costa)

On November 1, 2018, before me, Loretta Masnada, Notary Public, personally appeared Massoud Naraghi, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under penalty of perjury under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Loretta Masnada



OPTIONAL_____

Description of Attached Document

Title or Type of Document: City of Pittsburg Planning Application

Document Date: 11/1/2018

**NOTICE OF INTENT
TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF
PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918**

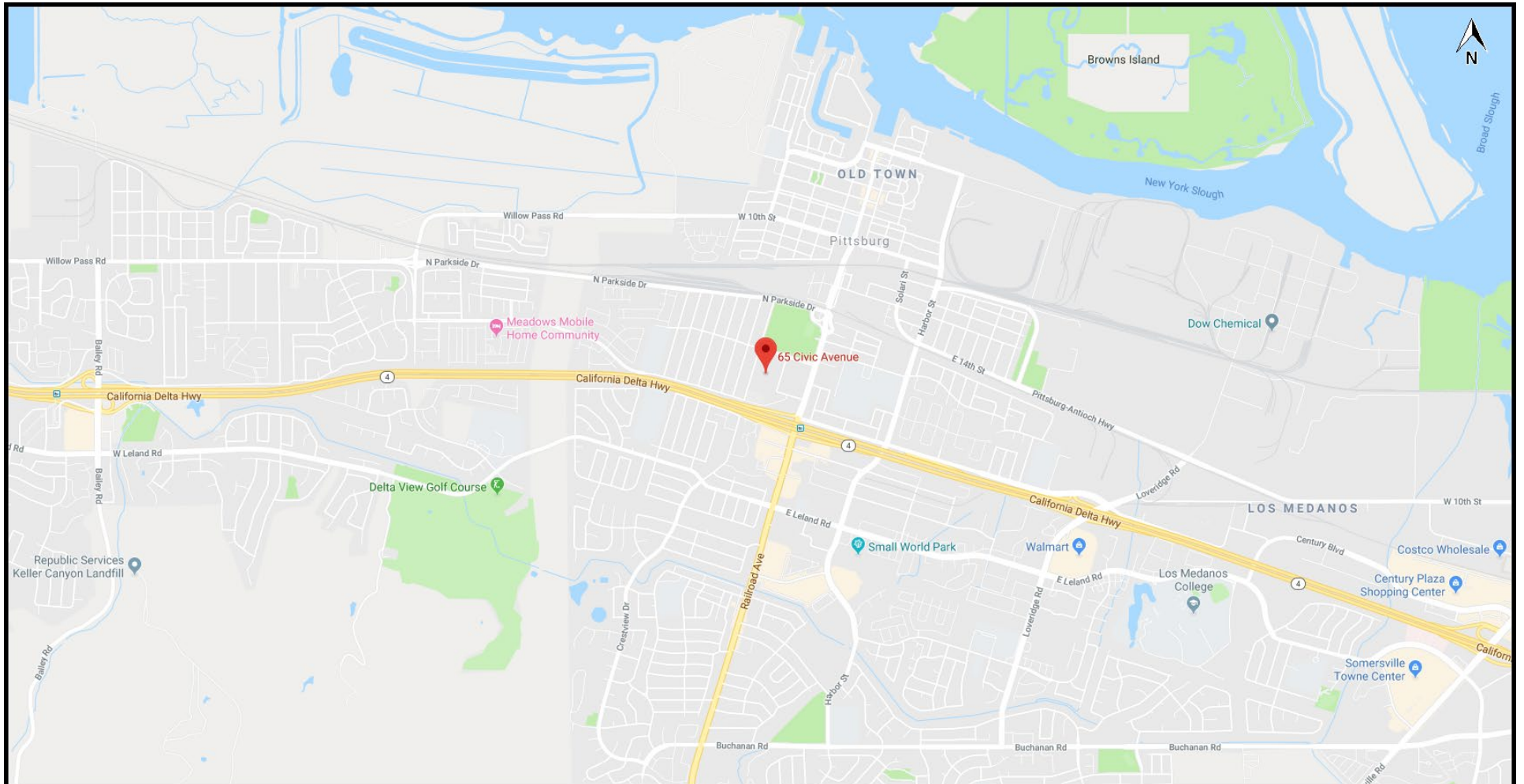
Pittsburg Police Storage Container, AP-18-1392 (AD).

This is an application by Captain Steve Albanese, on behalf of the City of Pittsburg Police Department, requesting administrative design review approval to place an additional 160 square foot storage container, located within an enclosed area at 65 Civic Avenue, in the PD-1319 (Planned Development, City Council Ordinance No. 09-1319) District. Assessor's Parcel No. 086-100-036.

Pursuant to Planning Commission Resolution No. 9918, this project is eligible for delegation to staff under Category 4 (Changes to Existing Parking Lots) and Category 8 (Ancillary Structures). This category is limited to structures in any district where visual impacts are minimal.

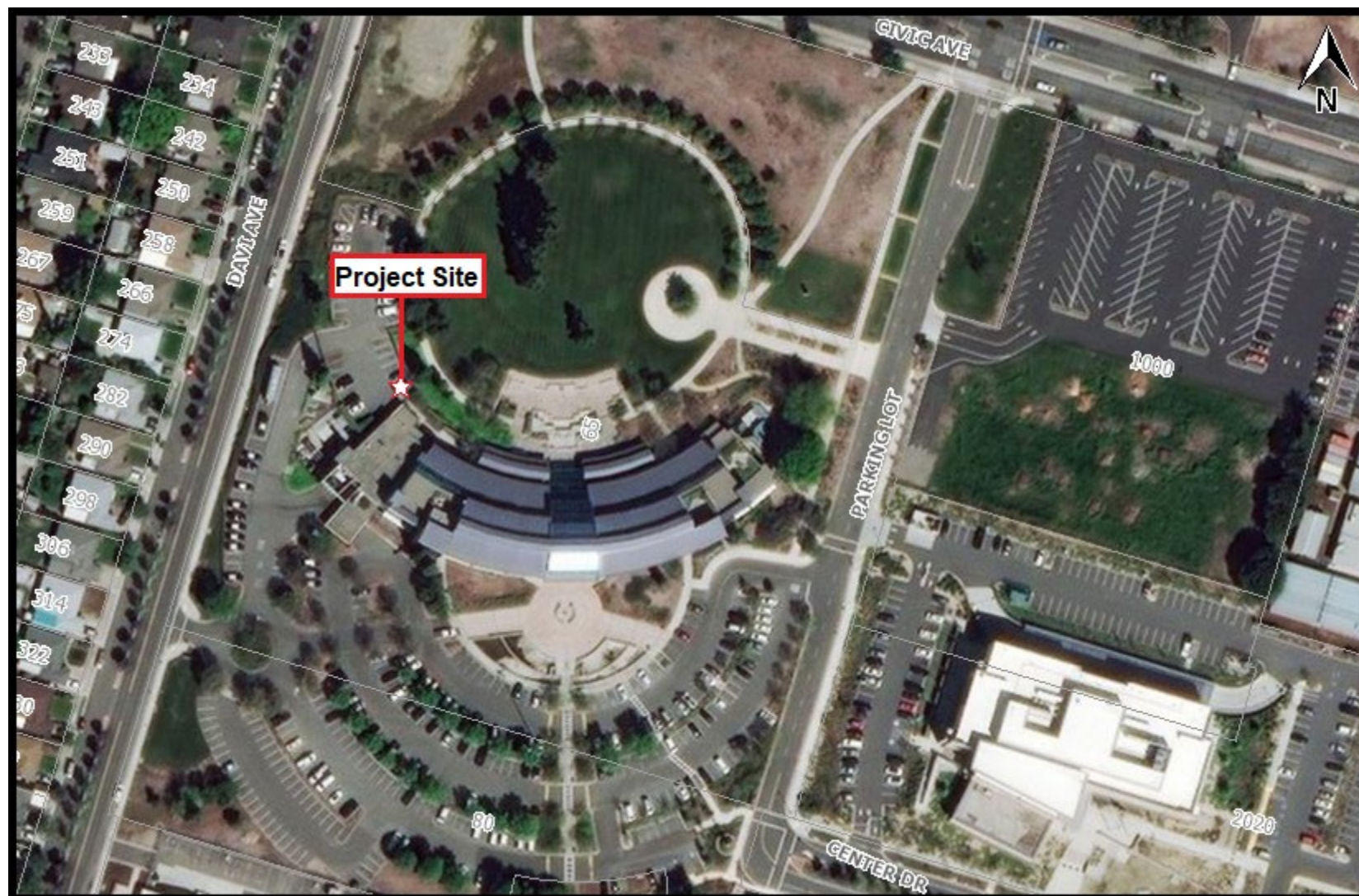
Pittsburg Police Storage Container – Vicinity Map

AP-18-1392	65 Civic Avenue
Administrative Design Review	APN: 086-100-036



Pittsburg Police Storage Container – Aerial Map

AP-18-1392	65 Civic Avenue
Administrative Design Review	APN: 086-100-036



Pittsburg Police Storage Container Location and Photos



**PITTSBURG HISTORIC RESOURCES COMMISSION
MEETING MINUTES**

July 10, 2018

CALL TO ORDER

A meeting of the Pittsburg Historic Resources Commission was called to order by Chair Coniglio at 9:09 p.m. on Tuesday, July 10, 2018, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Coniglio, Vice-Chair Robinson, Commissioners Fields, D. Foster, S. Foster, Linde, Ward

Staff: Community Development Director Jill Hecht, City Engineer Richard Abono, City Attorney Ruthann Ziegler, Acting Planning Manager/ Secretary Jordan Davis, Deputy City Clerk Amanda McVey, Senior Planner Hector Rojas, Contract Planner Joan Lamphier

REORGANIZATION

On motion by Commissioner Ward seconded by Commissioner Foster to nominate James Coniglio as Chair and carried unanimously.

On motion by Commissioner Coniglio seconded by Commissioner Ward to nominate Elissa Robinson as Vice-Chair and carried unanimously.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

There were no presentations

CONSENT

1. Minutes of July 11, 2017

On motion by Commissioner Ward seconded by Commissioner Linde to approve the minutes and carried unanimously.

ADJOURNMENT

The meeting was adjourned at 9:12 p.m.

Respectfully Submitted,

Jordan Davis, AICP, Acting Secretary