Home 2 Suites Project

Initial Study Mitigated Negative Declaration

August 9, 2021

Prepared for:

City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, California 94565

Prepared by:

Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, California 94597

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Abbreviations

$\mu g/m^3$	micrograms per cubic meter
AB	Assembly Bill
ABAG	Association of Bay Area Governments
AF	acre-feet
AFY	acre-feet per year
Air Basin	San Francisco Bay Area Air Basin
amsl	above mean sea level
APN	Accessor's Parcel Number
Applicant	Platinum Hospitality LLC
ATCM	air toxic control measures
AQP	air quality plan
BART	Bay Area Rapid Transit
Basin	Pittsburg Plain Groundwater Basin
bgs	below ground surface
BMP	best management practice
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CC	Community Commercial District
CCCFPD	Contra Costa County Fire Protection District
CCR	California Code of Regulations
CCTA	Contra Costa Transit Authority
CCWD	Contra Costa Water District
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Pittsburg

CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CVP	Central Valley Project
CWC	California Water Code
dB	decibel
dBA	A-weighted decibels
DDSD	Delta Diablo Sanitation District
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
ECCC	East Contra Costa County
EIR	Environmental Impact Report
EO	Executive Order
EPA	United States Environmental Protection Agency
EVCS	electric vehicle charging station
°F	Fahrenheit
FAR	floor area ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
General Plan	City of Pittsburg General Plan
GHG	greenhouse gas
GIS	Geographic Information System
gpd	gallons per day
HCP/NCCP	Habitat Conservation Plan/Natural Community Conservation Plan
ISMND	Initial Study/Mitigated Negative Declaration
KBTU	British Thermal Units
kW	kilowatt
kWh	kilowatt-hour

L_{dn}	day-night sound level
L_{eq}	equivalent sound level
L_{max}	maximum sound level
L_{min}	minimum sound level
MBTA	Migratory Bird Treaty Act
MEI	maximally exposed individual
mgd	million gallons per day
mg/L	milligrams per liter
MLD	most likely descendant
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
Municipal Code	City of Pittsburg Municipal Code
N_2O	nitrous oxides
NAHC	California Native American Heritage Commission
NOA	naturally occurring asbestos
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OPR	Governor's Office of Planning and Research
PDS	Pittsburg Disposal Services
PG&E	Pacific Gas and Electric Company
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PM_{10}	Particulate matter with an aerodynamic diameter of 10 microns or less
POTW	publicly owned treatment works
PPV	Peak Particle Velocity
PRC	Public Resources Code
proposed project	Home 2 Suites Project
RCNM	Roadway Construction Noise Model
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan and Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SIP	State Implementation Plan
SR 4	State Route 4
Stantec	Stantec Consulting Services Inc.
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

TAC	toxic air contaminant
TPA	Transit Priority Area
UCMP	University of California, Berkeley's Museum of Paleontology
USACE	United States Army Corps of Engineers
USBR	United States Bureau of Reclamation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
WWTP	Wastewater Treatment Plant

INITIAL STUDY MITIGATED NEGATIVE DECLARATION

Project Title: Home 2 Suites Project

Project Description: Platinum Hospitality LLC (applicant) is proposing to develop the Home 2 Suites Project (proposed project) in the City of Pittsburg (City), California. The proposed project would be located on a 2.09-acre vacant lot with a to be determined **assessor's parcel number (APN)**. The proposed four-story, 62,840-square-foot hotel would include 115 guest rooms and provide other onsite guest amenities including an outdoor swimming pool, fitness room, and dining/community gathering areas. The proposed project also includes 119 onsite surface parking spaces and approximately 27,500 square feet of landscaping.

Name of Lead Agency:
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, California 94565

Lead Agency Contact Information:
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Phone: (925) 252-4824

Email: jdacey@ci.pittsburg.ca.us

Determination: The City of Pittsburg has determined that a) all potentially significant or significant impacts required to be identified in the Initial Study Mitigated Negative Declaration (ISMND) have been identified and analyzed; and b) with respect to each significant impact on the environment either of the following apply: 1) changes or alterations have been required in or incorporated into the proposed project that avoid or mitigate the significant impacts to a level of less than significant; or 2) those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. The ISMND and supporting documents are available at the City of Pittsburg, located at 65 Civic Avenue, and online by searching the project name at: http://www.ci.pittsburg.ca.us/index.aspx?page=225

By: _____ Date: 8/5/21

John P. Dacey, Assistant Planner

1.0 INTRODUCTION

Platinum Hospitality LLC (applicant) is proposing to develop the Home 2 Suites Project (proposed project) in the City of Pittsburg (City), California. The proposed project would be located on a 2.09-acre vacant lot with a to be determined assessor's parcel number (APN). The proposed four-story, 62,840-square-feet hotel would include 115 guest rooms and provide other onsite guest amenities including an outdoor swimming pool, fitness room, and dining/community gathering areas. The proposed project also includes 119 onsite surface parking spaces and approximately 27,500 square feet of landscaping.

1.1 PROJECT TITLE

Home 2 Suites Project

1.2 LEAD AGENCY

City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, California 94565

1.3 LEAD AGENCY CONTACT

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1.4 PURPOSE

The purpose of the proposed project is to develop a four-story hotel of 62,840 square feet on an approximately 2-acre parcel. This Initial Study/Mitigated Negative Declaration (ISMND) has been prepared to evaluate the proposed project for potential environmental effects in compliance with the California Environmental Quality Act (CEQA). The City is the lead agency under CEQA and has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. This ISMND has been prepared in anticipation of determining that all potentially significant impacts from implementing the proposed project can be mitigated to less than significant levels. This document has been prepared in accordance with CEQA, Public Resources Code (PRC) §21000 et seq., and the state CEQA Guidelines, California Code of Regulations (CCR), Title 14, §15000 et seq.

1.5 PROJECT LOCATION

The proposed project is located in southeast Pittsburg near the intersection of State Route 4 (SR 4) and Loveridge Road in the Loveridge Planning Subarea. The project site is bound by an industrial facility and SR 4 to the north, Loveridge Road to the east, E Leland Road to the south, and high-density residential apartments and industrial land uses to the west. Please see Figure 1.5-1 for a Regional Overview and Figure 1.5-2 for a Project Site Location.

1.6 EXISTING SETTING AND SURROUNDING LAND USES

The proposed project is located in Contra Costa County in the City of Pittsburg in the Loveridge Planning Subarea. The proposed project would be located on a 2.09-acre vacant lot with a to be determined APN. The project site is designated Business Commercial by the City of Pittsburg General Plan (General Plan) and is within the City's Industrial Park zoning district. The project site is surrounded by the following land uses:

- **North.** Industrial land uses are located north of the project site, beyond which lies SR 4, which runs east/west.
- **South.** South of the project site is commercial development and high-density residential apartments, followed by E Leland Road.
- **West.** West of the proposed project is high-density residential apartments and industrial land uses, followed by Dias Circle and Piedmont Way.
- **East.** Loveridge Road is directly east of the project site, followed by commercial development.

1.7 LAND USE AND ZONING DESIGNATIONS

1.7.1 General Plan Land Use Designation

The project site is designated Business Commercial by the General Plan. The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. Community Commercial is described in the General Plan (City of Pittsburg 2001) as:

> *Community Commercial. Intended to provide sites for retail shopping areas (primarily in shopping centers) containing a wide variety of businesses, including retail stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services. The Zoning Ordinance may limit certain commercial areas to neighborhood stores or non-automotive establishments.*

The proposed project would be consistent with the new Community Commercial designation.

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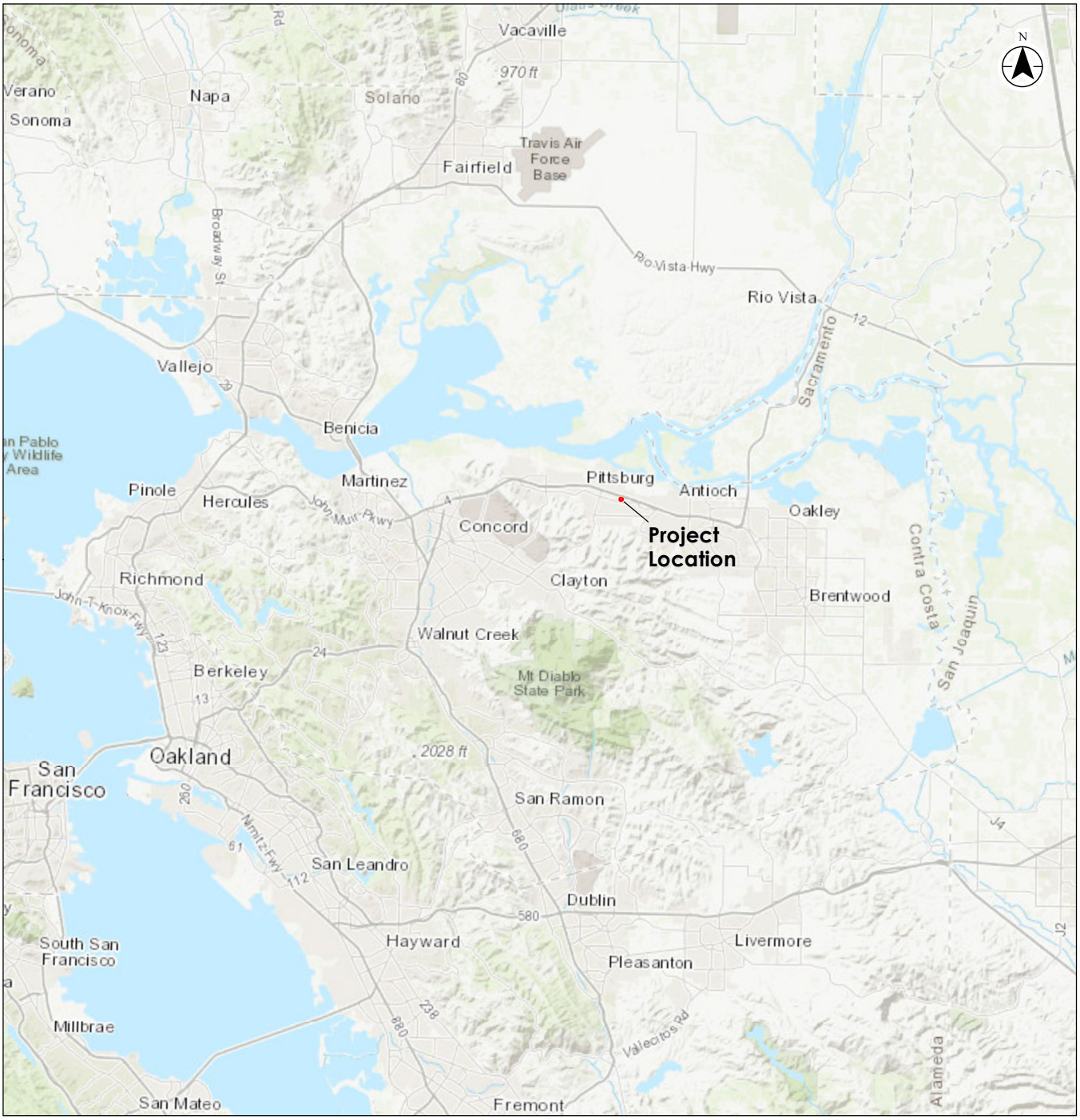

Notes
1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Base features produced under license with the Ontario

0 5 10 Miles

1:500,000 (at original document size of 8.5x11)

Stantec

Project Location
Pittsburg, California

Prepared by PG on 2020-11-06
Technical Review by MK on 2020-11-09

Client/Project
City of Pittsburg
Home 2 Suites Hotel Project

Figure No.
1.5-1

Title
Regional Overview

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Project Site

0 200 400 Feet

1:3,600 (at original document size of 8.5x11)

Stantec

Project Location
Pittsburg, California

Prepared by PG on 2020-11-06
Technical Review by MK on 2020-11-09

Client/Project
City of Pittsburg
Home 2 Suites Hotel Project

Figure No.
1.5-2

Title
Project Site Location

Notes
1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Base features produced under license with the Ontario

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1.7.2 Zoning

The project site is within the City's Industrial Park zoning district. The proposed project is seeking rezone from Industrial Park to Community Commercial. Community Commercial is described in the City Zoning Code (City of Pittsburg 2019) as follows:

> *Community Commercial District (CC). To provide for commercial centers and individual structures on sites that are located within reasonable distance of high densities of residences or that are served by local and regional transportation and transit systems. These sites typically host a wide variety of local- and regional-serving commercial establishments, including businesses selling home furnishings, apparel, durable goods, and specialty items. Support facilities such as personal services, entertainment, eating-and-drinking establishments and institutional uses are also allowed, subject to certain limitations to avoid adverse effects on adjacent uses.*

Hotels are an allowed use in Community Commercial zones according to the City Zoning Code with a Conditional Use Permit (CUP) required overlay district as part of the rezone to allow for increased floor area ratio (FAR).

1.8 CEQA AND PUBLIC AGENCY REVIEW

CEQA requires that project proponents disclose the significant impacts to the environment from proposed development projects. The intent of CEQA is to foster good planning and to consider environmental issues during the planning process. The City is the Lead Agency under CEQA for the preparation of this ISMND. The CEQA Guidelines (Section 21067) define the Lead Agency as, "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." Approval of the proposed project is considered a public agency discretionary action, and therefore, the proposed project is subject to compliance with CEQA. The City has directed the preparation of an ISMND to comply with CEQA.

Stantec Consulting Services Inc. (Stantec) has prepared this document at the direction of the City. The purpose of this document is to disclose the environmental consequences of implementing the proposed project to decision-makers and the public. The public, City residents, and other local and state resource agencies would be given the opportunity to review and comment on this document during a 30-day public review period. Comments received during the review period would be considered by the City prior to adoption of this ISMND and project approval.

The public review period would commence on **August 9, 2021,** and end on **September 7, 2021**, pursuant to CEQA Guidelines Section 15105. If you wish to send written comments (including via e-mail), they must be received by 5:00 p.m. on **September 7, 2021**. Written comments should be addressed to:

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The ISMND and supporting documents are available by appointment at the City of Pittsburg Planning Division, located at 65 Civic Avenue, Pittsburg, California 94565, and online at the following URL: http://www.ci.pittsburg.ca.us/index.aspx?page=225

1.9 REQUIRED PERMITS AND APPROVALS

This ISMND would be used by the City as the Lead Agency to evaluate the potential environmental impacts of the proposed project. Anticipated project approvals/actions may include but are not limited to the following:

- General Plan amendment from land use designation Business Commercial to Community Commercial: City of Pittsburg
- Rezone from Industrial Park to Community Commercial, CUP for hotel use, and design review: City of Pittsburg
- Adoption of the Mitigated Negative Declaration: City of Pittsburg
- National Pollutant Discharge Elimination System Permit: Regional Water Quality Control Board

Other ministerial approvals, such as building-related permits and encroachment permits, are also anticipated. Additionally, all work related to improvements and project grading would be subject to the City of Pittsburg Municipal Code (Municipal Code), including the Zoning Ordinance, Building Code, and Fire Code.

1.10 SCOPE OF THIS INITIAL STUDY

As the Lead Agency under CEQA, the City is responsible for compliance with the environmental review process prescribed by the CEQA Guidelines. This ISMND evaluates the potentially significant effects on the environment to mitigate the effects to a level at which no significant effect on the environment would occur.

The following technical studies were conducted and/or reviewed in preparing this ISMND: Air Quality, Greenhouse Gas Emissions Analysis supporting documentation and modeling, Biological Resources

Technical Report, Cultural Resources Memorandum, Noise Assessment supporting documentation and modeling, Energy Assessment, and Vehicle Miles Traveled Assessment. These studies and supporting data are included as appendices to this ISMND and referred to where appropriate throughout this document.

1.11 DOCUMENT ORGANIZATION

This ISMND is organized as follows:

Section 1.0: Introduction. This section introduces the proposed project and describes the purpose and organization of this document.

Section 2.0: Project Description. This section describes the purpose and need for the proposed project, identifies project objectives, and provides a detailed description of the project.

Section 3.0: Environmental Checklist and Environmental Evaluation. This section presents an analysis of the range of environmental issues identified in the CEQA Environmental Checklist and determines for each topic whether the proposed project would result in no impact, a less than significant impact, a less than significant impact with mitigation incorporated, or a potentially significant impact. If impacts are determined to be potentially significant after incorporation of applicable mitigation measures, an Environmental Impact Report (EIR) would be required. For this project, however, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 4.0: References. This section lists the references used in preparing this ISMND.

Section 5.0: List of Preparers. This section identifies the report preparers.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project would be located on a 2.09-acre vacant lot with a to be determined APN in Pittsburg, California. The project is south of SR 4 and north of E Leland Road in the Loveridge Planning Subarea (Figures 1.5-1 and 1.5-2). The applicant is proposing to construct a four-story hotel on approximately 2.09 acres. The proposed hotel would include 115 guest rooms and other onsite guest amenity areas such as an outdoor swimming pool, fitness room, and dining/community gathering room. The proposed project would also provide 119 onsite surface parking spaces. It would also include approximately 27,500 square feet of landscaping and include installation of utilities.

2.2 PROJECT COMPONENTS

2.2.1 Hotel Building

The proposed project would involve the development of a four-story hotel building with up to 115 guest rooms. The proposed building would be approximately 52 feet 1 inch in height and have a total building area of 62,840 square feet. Hotel guest rooms would be provided on the first through fourth floors. The first floor would be approximately 15,333 square feet and would include 19 rooms consisting of 6 king studios, 4 connecting king studios, 6 double queen studios, 1 accessible double queen studio, 1 queen bedroom, and 1 accessible queen bedroom. The first floor would also include the main lobby reception area, fitness room, 662-foot dining/community gathering area, outdoor pool, guest laundry, and employee office. The second, third, and fourth floors would each have the same characteristics, be approximately 15,428 square feet, and would have 32 rooms consisting of 17 king studios, 5 connecting king studios, 1 accessible connecting king studio, 7 accessible double queen studios, 1 queen bedroom, and 1 accessible queen bedroom.

The main entrance and exit would be provided on the east side of the building. Additional exits would be provided on the north and south sides of the building. These exits would be secured and only accessible to hotel guests. Access to each floor would be available from the indoor elevators on the east side of the building. Indoor stairwells would also be provided on the east and west sides of the building to access each floor.

2.2.2 Site Access, Circulation, and Parking

Vehicles would be able to enter or exit the project site from a 26-foot-wide driveway at the northeast and southeast ends of the project site, on Loveridge Road.

The proposed project would provide 119 onsite surface parking spaces, including 5 accessible parking spaces, 1 accessible van space, 10 clean air vehicle spaces, 6 electric vehicle charging station (EVCS) spaces, 1 accessible EVCS space, and 1 accessible van EVCS space. The proposed project would also install 10 bicycle parking spaces, as required by Chapter 18.78.045 of the Municipal Code.

Site improvements consisting of curbs, gutters, sidewalks for pedestrian access, signing, lighting, and striping would be installed along Loveridge Road and throughout the project site.

2.2.3 Landscaping

The proposed project would provide approximately 27,500 square feet of landscaping. Landscaping design and installation for the proposed project would be required to conform to the development criteria of the City's Water Efficient Landscape Standards (Chapter 18.84 of the Municipal Code). The proposed project exceeds the 10 percent minimum landscaping requirement identified in Section 18.52.010 of the City Zoning Code (City of Pittsburg 2019).

2.2.4 Lighting

The proposed project would provide exterior lighting in the new parking lot and in areas that highlight the building's entrances, walkways, and landscaping features. Parking lot lighting would include standard parking lot fixtures up to 20 feet in height that would be shielded to reduce light spill or glare into surrounding buildings in accordance with Chapter 18.82 Performance Standards for All Uses of the Municipal Code.

2.2.5 Utilities

Water

The proposed project would connect to the existing 18-inch service main on Loveridge Road. The proposed project is expected to generate an average day water demand of approximately 120 gallons per day (gpd) for each room. The proposed project would include 115 rooms. Assuming the proposed hotel is at capacity, it would require a total average day water use of approximately 13,800 gpd of potable water. The maximum day water demand is expected to approximately 26,222 gpd. It is assumed all water for the proposed project would be provided by the City. Easements for the use of existing water infrastructure on adjacent parcels would be obtained as needed.

Wastewater

The proposed project would connect to the existing 18-inch wastewater main running west to east within an easement across the existing commercial portion of the parcel to the north, which will be separated into an additional parcel separate from the proposed hotel site as a part of the development. All onsite sewer distribution improvements would be constructed and designed in accordance with the City's Sewer Standard Details and Specifications, and Sewer Design Standards. Easements for the use of existing sewer infrastructure on adjacent parcels would be obtained as needed.

Based on the Central Contra Costa Sanitary District Standard Specifications, the proposed project is expected to generate approximately 25,488 gpd of peak wastewater flow (Central Contra Costa Sanitary District 2020).

Stormwater Treatment

The project would convey the onsite storm water to the localized low point at the northwest corner of the proposed parcel via a an 18-inch storm drainpipe. The 18-inch storm drainpipe would connect to an existing 18-inch storm drain which connects to an existing 24-inch storm drainpipe that eventually sheet flows on Loveridge Road flowing north to the inlet at the northwesterly side of Loveridge just before the highway 4 offramp. The proposed project would create approximately 69,400 square feet of impervious surface; it would also include approximately 27,500 square feet of pervious surface consisting of landscaping throughout the 2-acre parcel and a bioretention along the western project site boundary. The bioretention would collect impervious surface runoff prior to entering the piped storm drain system. Easements for the use of existing stormwater infrastructure on adjacent parcels would be obtained as needed.

Electricity and Natural Gas

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the project site. Electrical and gas connections would be made with existing facilities located onsite. Solar panels are proposed on the hotel roof top.

2.3 PROJECT CONSTRUCTION

2.3.1 Construction Schedule

It is anticipated that project construction would take approximately 12 months to complete, starting in April 2021. The proposed project would require up to 15 workers during the peak construction phase. It is anticipated that the construction workforce would be available from nearby areas.

Project construction and grading activities would be consistent with the Municipal Code and would not occur between 5:30 PM and 7:00 AM on weekdays. No grading or construction activities would occur on weekends or holidays.

2.3.2 Construction Equipment, Access, and Staging Areas

The proposed project would require the use of heavy construction equipment for site work and construction of the hotel building. Construction equipment would include, but not be limited to, scrapers, water trucks, grading blades, motor graders, forklifts, skip loaders, backhoes, excavators, and loaders. Project construction equipment and materials would be stored onsite. Site access would be from Loveridge Road. Construction activities are anticipated to be confined to the project site, and no road closures or detours are anticipated.

2.3.3 Construction Activities

Construction activities associated with the proposed project would include site clearing, grading, utility connections, building construction, frontage improvements (e.g., new curb, gutter, sidewalk and driveway construction), and landscaping on the site.

Construction activities would involve grading of the entire project site and the permanent disturbance of the 2.09-acre site. Maximum depth of construction would be approximately 2 to 5 feet. The estimated amount of earth movement during project construction would be 2,400 cubic yards, which would be balanced onsite. The proposed project is not expected to export soil offsite or import soil onsite during construction. The proposed project would result in approximately 69,400 square feet of impervious area and 27,500 square feet of pervious area.

2.4 PROJECT OPERATION

Operation of the proposed project would require up to five full-time employees. Based on an average of two guests per hotel room, the proposed project would generate up to 230 guests at maximum capacity. It is expected that the proposed project would operate 24-hours a day, Monday through Sunday.

3.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

The environmental factors checked below would be potentially affected by this project, involving at least one impact that requires mitigation to reduce the impact from "Potentially Significant" to "Less Than Significant" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gases	☒ Hazards and Hazardous Materials
☒ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☒ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Evaluation of Environmental Impacts

This chapter presents the environmental checklist form found in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures, if needed.

For the checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. An ISMND cannot be used if there are potentially significant impacts that cannot be mitigated.

Less Than Significant with Mitigation Incorporated: This designation applies when the incorporation of new project-specific mitigation measures have reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact."

Less Than Significant Impact: Any impact that would not be considered significant under CEQA, relative to existing standards.

No Impact: The proposed project would not have any impact.

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3.1 AESTHETICS

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

Visual Character of the Project Site

The 2.09-acre project site consists of a vacant parcel within the Loveridge Planning Subarea. The project site is surrounded by industrial land uses to the north, beyond which lies SR 4, which runs east/west, Loveridge Road and commercial development is to the east of the project site, followed by commercial development and E Leland Road to the south, and high-density residential apartments and industrial land uses to the west. The existing buildings surrounding the project site range from one to two stories tall.

Scenic Resources and Corridors

There are no formally identified scenic vistas in the City; however, the General Plan recognizes the range of hills to the south, ridgeline protection areas, and Suisun Bay/Sacramento River Delta to the north as the City's visual resources. Public views of the hillsides are intermittent throughout the City. Visual connections to the Suisun Bay waterfront are limited due to the historical development of the community as a military and industrial node within Contra Costa County (City of Pittsburg 2001). The City does not contain any locally or state-designated scenic highways in the project vicinity (California Department of Transportation [Caltrans] 2020a). The General Plan designates four key corridors—Railroad Avenue, Willow Pass Road, Leland Road, and SR 4—which the General Plan describes as corridors providing a sense of character and suggests design improvements for each of them (City of Pittsburg 2001). Leland

Road is located to the south of the project site and SR 4 is located to the north; however, the proposed project would not include development along either of the corridors.

Light and Glare Conditions

The project site is vacant, and therefore, no substantial light and glare sources exist onsite. Nighttime lighting immediately surrounding the project site consists of street lighting, parking lot lighting, vehicle headlights on the adjacent streets and highways, and exterior lighting associated with the nearby buildings. There are no electrical signs, billboards, or flashing or signal light sources in the project site.

3.1.2 Methodology

Analysis of the proposed project visual impacts is based on an evaluation of the changes to the existing visual resources that would result from implementation of the proposed project. In determining the extent and implications of the visual changes, consideration was given to the existing visual quality of the affected environment; specific changes to the visual character and quality of the affected environment resulting from implementation of the proposed project; the extent to which the affected environment contains places or features that provide unique visual experiences or that have been designated in plans and policies for protection or special consideration; and the sensitivity of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities that would be affected by implementation of the proposed project. The existing setting is based on review of documents pertaining to the project site, including the General Plan.

3.1.3 Environmental Impact Analysis

This section discusses the potential impacts on aesthetics associated with the proposed project and provides mitigation measures where necessary.

Impact AES-1 Have a substantial adverse effect on a scenic vista?

Impact Analysis

The project site is within the Loveridge Planning Subarea and is surrounded by residential, commercial, and industrial development. Large industrial uses and vacant sites constitute a majority of the Loveridge Planning Subarea. The General Plan indicates that there are no officially designated scenic vistas in the City but considers southern views of hillsides and ridgelines as visual resources (City of Pittsburg 2001). The hillside and ridgeline visual resources are approximately 1.3 miles south of the project site. Similar to other parts of the City, southward views of these ridgelines are available from the project site; however, these views are partially obscured by existing development and vegetation.

The proposed project would construct a new four-story hotel that is approximately 52 feet and 1 inch tall. The height of the proposed hotel building would be taller than existing nearby developments, which are up to two stories tall. However, the height of the proposed hotel building would be consistent with the site development standards of the Community Commercial Zoning Code, which allows development up to 60 feet tall (City of Pittsburg 2019). Furthermore, given the amount of separation between the project site and surrounding uses, southward views of the ridgelines and hillsides would remain partially visible. As

such, construction of the proposed project would not further limit southward views as compared to existing conditions and impacts to scenic vistas would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact AES-2	**Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?**

Impact Analysis
There are no state-designated scenic highways in the project site. While SR 4 is designated as a Scenic Highway by the state, the segment closest to the project site is not designated, nor is it identified as a scenic highway or scenic route by the City or County (Caltrans 2020a). The project site is vacant and does not contain trees, rock outcroppings, or historic buildings that are identified as scenic resources by the General Plan. Therefore, the proposed project would have no impact on scenic resources within a state scenic highway.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

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

Impact Analysis
The project site is in an urbanized area, and therefore, this analysis focuses on whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality. The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial and is seeking rezone from Industrial Park to Community Commercial. The proposed project is within the Loveridge Planning Subarea, which is mostly large industrial uses and vacant sites adjacent to the Loveridge Road/SR 4 interchange. The proposed project would construct a four-story hotel with 115 guest rooms and other onsite guest amenity areas such as an

outdoor swimming pool, fitness room, and dining/community gathering room. The proposed project is consistent with the allowed uses identified by the Community Commercial land use designation and zoning district. The proposed hotel building would be approximately 52 feet and 1 inch in height and would be consistent with the site development standards of the City Zoning Code, which allows for development up to 60 feet in height in Community Commercial zoning district. The proposed project would also incorporate approximately 27,500 square feet of landscaping, which would exceed the 10 percent minimum landscaping requirement identified in Section 18.52.010 of the City Zoning Code (City of Pittsburg 2019). Additionally, the project design would be reviewed during the City's design review process in accordance with Section 18.52.100 of the City Zoning Code to ensure that it is compatible with surrounding development. As such, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis
The project site is vacant and does not currently contain any onsite sources of light or glare. However, there are existing sources of light and glare from the surrounding development and roadways consisting of exterior building lighting, parking lot lighting, street lighting, and headlights from vehicles driving along Loveridge Road, SR 4, E Leland Road, Dias Circle, and Piedmont Way.

The proposed project would include new sources of nighttime lighting at the project site such as exterior lighting in the new surface parking lot; wayfinding lighting in areas that highlight the building's entrances, walkways, and landscaping features; exterior safety lighting; and illumination from within the proposed hotel such as lights from within guest rooms and lobbies that would be visible to an observer. The proposed hotel building would be constructed of concrete, wood, and stucco materials and would not use substantial amounts of reflective glass that would increase glare in the surrounding area. Parking lot lighting for safety would consist of standard parking lot pole fixtures up to 20 feet in height. All lighting would be shielded to reduce glare and light spillover onto surrounding properties in accordance with Chapter 18.82 of the Municipal Code (City of Pittsburg 2019). As such, compliance with the Municipal Code would ensure that light and glare impacts associated with the proposed project are less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The California Department of Conservation (DOC) administers the Farmland Mapping and Monitoring Program, California's statewide agricultural land inventory. As discussed in the General Plan, agricultural uses in the Pittsburg Planning Area consist primarily of grazing land for cattle in the hills south of the City (City of Pittsburg 2001).

The proposed project site is vacant and is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. The proposed project is seeking rezone from Industrial Park to Community Commercial. According to the DOC Important Farmland Finder Map and the General Plan, the project site is classified as Urban and Built-Up Land and no important farmland exists on site or adjacent to the project site (DOC 2016).

3.2.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, General Plan EIR, the DOC Important Farmland Map, and Contra Costa County 2016 Williamson Act Map.

3.2.3 Environmental Impact Analysis

This section discusses potential impacts on agriculture and forestry resources associated with the proposed project and provides mitigation measures where necessary.

Impact AG-1	**Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Impact Analysis
The project site is designated Business Commercial by the General Plan, and the proposed project is seeking entitlements for a General Plan amendment from land use designation Business Commercial to Community Commercial. According to the DOC Important Farmland Finder Map and the General Plan, the project site is classified as Urban and Built-Up Land and no important farmland exists on site or adjacent to the project site (DOC 2016). The project site does not contain prime, unique, or farmland of statewide importance. As such, the proposed project would not result in the conversion of prime, unique, or farmland of statewide importance. No impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact AG-2	**Conflict with existing zoning for agricultural use or a Williamson Act contract?**

Impact Analysis
The project site is within the City's Industrial Park zoning district, and the proposed project is seeking rezone from Industrial Park to Community Commercial. There are no lands zoned for agricultural use within the project site and the project site does not contain lands that are protected by a Williamson Act contract (Contra Costa County 2016). Therefore, the proposed project would not conflict with zoning for agricultural use or with a Williamson Act contract. No impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact AG-3 Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?

Impact Analysis
The project site does not contain forestland (as defined in PRC Section 12220[g]), or timberland (as defined by PRC Section 4526). Furthermore, the project site is not zoned Timberland Production (as defined by Government Code section 51104[g]). The project site is zoned Industrial Park and the proposed project is seeking rezone from Industrial Park to Community Commercial and would not be rezoned to allow forestland or timberland production. As such, the proposed project would not convert forestland or timberland to a non-agricultural use, and no impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact AG-4 Result in the loss of forestland or conversion of forestland to non-forest use?

Impact Analysis
The project site is designated Business Commercial by the General Plan and is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial and the project site is surrounded by developed industrial, residential, and commercial uses. There are no forestland resources on the project site or in the vicinity. Therefore, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact AG-5	**Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?**

Impact Analysis

The project site does not contain prime, unique, or farmland of statewide importance and does not contain lands protected by a Williamson Act contract (DOC 2016, Contra Costa County 2016). The project site is not zoned for forestland or timberland production and would not be rezoned for agricultural use. The project site is classified as Urban and Built-Up Land and no important farmland exists on site or adjacent to the project site (DOC 2016). Therefore, the proposed project would not result in the conversion of farmland or forestland to a non-agricultural use. No impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

3.3 AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The City of Pittsburg is in Contra Costa County, which is within the boundaries of the San Francisco Bay Area Air Basin (Air Basin) and under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) and the California Air Resources Board (CARB). The regional climate within the San Francisco Bay Area is driven by a summertime high-pressure cell centered over the northeastern Pacific Ocean that dominates the summer climate of the West Coast. The persistence of this high-pressure cell generally results in negligible precipitation during the summer and meteorological conditions are typically stable with a steady northwesterly wind flow. This flow causes upwelling of cold ocean water from below the surface, which produces a band of cold water off the California coast. The cool and moisture-laden air approaching the coast from the Pacific Ocean is further cooled by the presence of the cold-water band, resulting in condensation and the presence of fog and stratus clouds along the Northern California coast. In the winter, the Pacific high-pressure cell weakens and shifts to the south, resulting in wind flows offshore, the absence of upwelling, and an increase in the occurrence of storms. Winter stagnation episodes are characterized by nocturnal drainage wind flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley toward the coast and back down toward the Bay from the smaller valleys within the Air Basin.

Criteria Air Pollutants

The Federal Clean Air Act (FCAA) establishes the framework for modern air pollution control. The FCAA, enacted in 1970 and amended in 1990, directs the United States Environmental Protection Agency (EPA) to establish ambient air quality standards. These standards are divided into primary and secondary standards. The primary standards are set to protect human health, and the secondary standards are set to protect environmental values, such as plant and animal life. The FCAA requires the EPA to set National Ambient Air Quality Standards for the six criteria air pollutants. These pollutants include

particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. According to the BAAQMD, ozone and fine particulate matter ($PM_{2.5}$) are the major regional air pollutants of concern in the San Francisco Bay Area. Ozone is primarily an issue in the summer and $PM_{2.5}$ in the winter (BAAQMD 2016).

Toxic Air Contaminants

A toxic air contaminant (TAC) is an air pollutant not included in the California Ambient Air Quality Standards (CAAQS), but TACs are considered hazardous to human health. TACs are defined by CARB as those pollutants that, "may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health."

The health effects associated with TACs are generally assessed locally rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; TACs can also cause short-term acute effects such as eye watering, respiratory irritation, running nose, throat pain, and headaches. For evaluation purposes, TACs are separated into carcinogens and noncarcinogens. Carcinogens are assumed to have no safe threshold below which health impacts would not occur, and the cancer risk is expressed as excess cancer cases per one million exposed individuals (typically over a lifetime of exposure).

Diesel Particulate Matter

Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases: gas and particle. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine and ultra-fine particles. The composition of these fine and ultra-fine particles may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals, and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines, such as the on-road diesel engines of trucks, buses, and cars, and off-road diesel engines that include locomotives, marine vessels, and heavy-duty equipment (CARB 2021a).

Asbestos

Asbestos is a fibrous mineral that both naturally occurs in ultramafic rock (a rock type commonly found in California) and is used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence or in its use as a building material. In the initial Asbestos National Emission Standards for Hazardous Air Pollutants rule promulgated in 1973, a distinction was made between building materials that would readily release asbestos fibers when damaged or disturbed (friable) and those materials that were unlikely to result in significant fiber release (non-friable). The EPA has since determined that, when severely damaged, otherwise non-friable materials can release significant amounts of asbestos fibers. Asbestos has been banned from many

building materials under the Toxic Substances Control Act, the FCAA, and the Consumer Product Safety Act. Naturally occurring asbestos (NOA) is known to occur in many parts of California and is commonly associated with ultramafic or serpentinite rock.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics.

Air Quality Standards

The FCAA requires states to develop a general plan to attain and maintain the standards in all areas of the country and a specific plan to attain the standards for each area designated nonattainment. These plans, known as State Implementation Plans or SIPs, are developed by state and local air quality management agencies and submitted to EPA for approval.

The SIP for the State of California is administered by the CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for each regional air district. SIPs are prepared by the regional air district and sent to the CARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

The CARB also administers the CAAQS for the 10 air pollutants designated in the California Clean Air Act. The 10 state air pollutants include the six federal criteria pollutant standards listed above as well as visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The federal and state ambient air quality standards are summarized in Table 3.3-1.

Table 3.3-1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
Ozone	1 Hour	0.09 ppm (180 µg/m^3)	—	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m^3)	0.070ppm (137 µg/m^3)	
Respirable Particulate Matter	24 Hour	50 µg/m^3	150 µg/m3	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m^3	—	
Fine Particulate Matter	24 Hour	—	35 µg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
Carbon Monoxide	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	—
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	—	—
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
	3 Hour	—	—	0.5 ppm (1300 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	—
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
Lead	30-Day Average	1.5 µg/m^3	—	—
	Calendar Quarter	—	1.5 µg/m^3	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m^3	
Visibility-Reducing Particles	8 Hour	See Footnote 1	No National Standards	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

Notes:

1 - 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.

µg/m3 =micrograms per cubic meter

CARB = California Air Resources Board

mg/m3 = milligrams per cubic meter

ppm = parts per million

Source: BAAQMD 2017a

As summarized in Table 3.3-2, the San Francisco Bay Area Basin and Contra Costa County are currently designated as nonattainment areas for state ozone, $PM_{2.5}$, and PM_{10} standards, as well as national ozone and $PM_{2.5}$ standards, but are listed as unclassified under national PM_{10}. The standards for CO, nitrogen dioxide, sulfur dioxide, and lead are being met in the Bay Area. The BAAQMD has developed its 2017 Clean Air Plan, Spare the Air, Cool the Climate (BAAQMD 2017b) to update the most recent Bay Area ozone plan, the 2010 Clean Air Plan, pursuant to air quality planning requirements defined in the California Health & Safety Code. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors—reactive organic gases (ROG) and NO_X—and reduce transport of ozone and its precursors to neighboring air basins. In addition, the

2017 Clean Air Plan builds upon and enhances the BAAQMD's efforts to reduce emissions of fine particulate matter and TACs (BAAQMD 2017b). The BAAQMD adopted significance thresholds for construction-related and operational ROG, NO_X, PM, CO, and carbon dioxide equivalent (CO_2e), these thresholds are included in Table 3.3-3**Error! Reference source not found.**.

Table 3.3-2: Contra Costa County Area Designations for State and National Ambient Air Quality

Criteria Pollutants	State Designation	National Designation
Ozone (1-hour)	Nonattainment	—
Ozone (8-hour)	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Unclassified
$PM_{2.5}$	Nonattainment	Unclassified/Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Attainment
Sulfates	Attainment	—
Lead	Attainment	Attainment
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—

Notes:
$PM_{2.5}$ = particulate matter less than 2.5 microns
PM_{10} = particulate matter between 2.5 and 10 microns
Source: BAAQMD 2017a

Table 3.3-3: BAAQMD Project-Level Air Quality CEQA Thresholds of Significance

Criteria Air Pollutants and Precursors (regional)	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (fugitive dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
GHGs (projects other than stationary sources)	None	Compliance with Qualified GHG Reduction Strategy OR 1,100 $MTCO_2e$/yr OR 4.6 $MTCO_2e$/SP/yr (residents + employees)	

Notes:
CO = carbon monoxide

GHG = greenhouse gas
lbs/day= pounds per day
$MTCO_2e/yr$= metric tons of carbon dioxide equivalent per year
$MTCO_2e/SP/yr$= metric tons of carbon dioxide equivalent per service population per year
NO_X = nitrogen oxide
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
PM_{10} = particulate matter 10 microns in diameter or less
ppm = parts per million
ROG = reactive organic gas
tpy= trips per year
Source: BAAQMD 2017c

The BAAQMD has established rules and regulations to attain and maintain State and national air quality standards. The rules and regulations that apply to this proposed project include, but are not limited to, the following:

Regulation 8, Rule 3

Architectural Coatings. This rule governs the manufacture, distribution, and sale of architectural coatings and limits the ROG content in paints and paint solvents. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of paint available for use during the construction.

Regulation 8, Rule 15

Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of asphalt available for use during the construction through regulating the sale and use of asphalt and limits the ROG content in asphalt.

BAAQMD manages a naturally occurring asbestos program that administers the requirements of CARB's naturally occurring asbestos air toxic control measures (ATCM), as discussed above. The BAAQMD provides an exemption application, notification form for road construction and maintenance operations, and asbestos dust mitigation plan applications for projects to submit prior to the start of construction, or upon discovery of asbestos, ultramafic rock, or serpentine during construction. Forms must be submitted to the BAAQMD in accordance with the procedures detailed in the BAAQMD Asbestos ATCM Inspection Guidelines Policies and Procedures.

City of Pittsburg

As a component of General Plan Pittsburg 2020: A Vision for the 21st Century, the City has adopted policies to minimize air pollutant emissions. The following goals and policies are relevant to air quality and the proposed project:

- **Goal 9-G-9.** 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.
- **Goal 9-G-10.** Reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors, and dust.

- **Goal 9-G-11**. 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.
- **Policy 9-P-29.** Cooperate with the BAAQMD to achieve emissions reductions for ozone and its precursor, PM_{10}.
- **Policy 9-P-30.** Cooperate with BAAQMD to ensure compliance with dust abatement measures during construction. These measures would reduce particulate emissions from construction and grading activities.

3.3.2 Methodology

Construction and operational emissions for the proposed project were modeled using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. For detailed information on the assumptions please refer to Appendix A.

3.3.3 Environmental Impact Analysis

This section discusses potential impacts related to air quality associated with the proposed project and provides mitigation measures where necessary.

Impact AIR-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis
The BAAQMD's 2017 Clean Air Plan is the regional air quality plan (AQP) for the Air Basin. It identifies strategies to bring regional emissions into compliance with federal and State air quality standards. The BAAQMD's Guidance provides two criteria for determining if a plan-level project is consistent with the current AQP control measures. However, the BAAQMD does not provide a threshold of significance for project-level consistency analysis. Therefore, the following criteria will be used for determining a project's consistency with the AQP.

- Criterion 1: Does the project support the primary goals of the AQP?
- Criterion 2: Does the project include applicable control measures from the AQP?
- Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan, the current AQP, are to:

- Protect public health through the attainment air quality standards
- Protect the climate

As discussed in impact discussions AIR-2, AIR-3, and AIR-4, the proposed project would not significantly contribute to cumulative nonattainment pollutant violations, expose sensitive receptors to substantial

pollutant concentrations, or create objectionable odors affecting a substantial number of people after implementation of Mitigation Measure AIR-1 and Mitigation Measure AIR-2. Therefore, the project is consistent with criterion 1 with incorporation of mitigation. Mitigation Measure AIR-1 would require all construction contractors to implement the basic construction mitigation measures recommended by the BAAQMD to reduce fugitive dust emissions, while Mitigation Measure AIR-2 would require cleaner offroad construction equipment to be used during project construction.

Criterion 2

The 2017 Clean Air Plan contains 85 control measures aimed at reducing air and climate pollutants in the Bay Area. For purposes of consistency with climate planning efforts at the state level, the control strategy in the Clean Air Plan is based upon the same economic sector framework used by the CARB for its 2014 update to the Assembly Bill (AB) 32 Scoping Plan. The sectors are as follows:

- Stationary Sources
- Transportation
- Energy
- Buildings
- Agriculture
- Natural and Working Lands
- Waste Management
- Water
- Super-GHG (greenhouse gases) Pollutants

The proposed project's potential to conflict with each of these measures is discussed below.

Stationary Source Control Measures. The Stationary Source Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD's Permit and Inspection programs. The proposed project would develop a hotel including 115 guest rooms and associated onsite guest amenities and would not include any stationary sources of emissions. As such, the Stationary Source Measures of the Clean Air Plan are not applicable to the proposed 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 be constructed in accordance with City standards and would be consistent with the BAAQMD's effort to encourage planning for bicycle and pedestrian facilities.

Energy Control Measures. The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by

switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the proposed project. However, the project applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. Specifically, the project must implement the requirements of the most recent Building Energy Efficiency Standards, which is the current version of Title 24.

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. The proposed project would be required to comply with the latest California Green Building Standards Code (CALGreen) standards. Therefore, the Building Control Measures of the Clean Air Plan are not applicable to the proposed project.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the proposed project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the proposed 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 develop 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 proposed 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 proposed project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the proposed 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 proposed 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 proposed project.

As discussed above, most of the measures contained in the Clean Air Plan would not be appliable to the proposed project. The proposed project would not impede implementation of any measures contained in

the Clean Air Plan and would be consistent with applicable measures outlined in the Clean Air Plan. Therefore, the proposed project would not disrupt or hinder implementation of a control measure from the Clean Air Plan.

Criterion 3

If the approval of a project would not cause a disruption, delay, or otherwise hinder the implementation of any clean air plan control measure, it would be considered consistent with the 2017 Clean Air Plan. Examples of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path or proposes excessive parking beyond parking requirements. The proposed project will not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures.

Conclusion

The proposed project would be consistent with the criteria of the AQP with incorporation of Mitigation Measure AIR-1 and Mitigation Measure AIR-2. As such, with the incorporation of this mitigation measure, this impact would be less than significant.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM AIR-1: **Implement Construction Best Management Practices.** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site will be covered.
- All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will 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 by reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of 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 visible emissions evaluator or checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Pittsburg regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

MM AIR-2 The following condition shall be implemented during all phases of construction to reduce potential exposure of diesel particulate matter (DPM) emissions to sensitive receptors located near the project site:

Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road equipment with engines greater than 75 horsepower to meet either the particulate matter emissions standards for Tier 4 Interim engines or be equipped with Level 3 diesel particulate filters. Tier 4 Interim engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 4 Interim engines. Alternatively, use of CARB-certified Level 3 diesel particulate filters on off-road equipment with engines greater than 75 horsepower can be used in lieu of Tier 4 Interim engines or in combination with Tier 4 Interim engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include, but are not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Pittsburg.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact AIR-2	**Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?**

Impact Analysis

In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Project construction and operational impacts are assessed separately below.

Construction Emissions

Construction activities associated with development of the proposed project would include site preparation, grading, building construction, paving, and architectural coatings. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. During construction, fugitive dust would be generated from earth-moving activities. Exhaust emissions would also be generated from off-road construction equipment and construction-related vehicle trips. Emissions associated with construction of the proposed project are discussed below.

Construction Fugitive Dust (PM_{10} and $PM_{2.5}$)

During construction (grading), fugitive dust (PM_{10} and $PM_{2.5}$) would be generated from site grading and other earth-moving activities. Most of this fugitive dust will remain localized and will be deposited near the project site.

The BAAQMD does not have a quantitative threshold for fugitive dust. The BAAQMD's Air Quality Guidelines recommend that projects determine the significance for fugitive dust through application of best management practices (BMPs). Mitigation Measure AIR-1 requires the implementation of fugitive dust control measures that are consistent with BMPs established by the BAAQMD, which reduce the project's construction-generated fugitive dust impacts to a less than significant level.

Construction Emissions: ROG, NO_X, PM_{10} (exhaust), $PM_{2.5}$ (exhaust)

Table 3.3-4 provides the construction emissions estimate for the proposed project. Please refer to Appendix A for details regarding assumptions used to estimate construction emissions. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required pursuant to CEQA guidelines. The construction emissions in each year are well below the recommended thresholds of significance. The project would implement Mitigation Measure AIR-1 as recommended by the BAAQMD. The emissions from construction would be less than significant.

Table 3.3-4: Construction Annual and Daily Average Emissions (Unmitigated Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
2021 Construction Year (tons/year)	0.212	1.733	0.077	0.074
2022 Construction Year (tons/year)	0.408	0.541	0.023	0.022
Total Emissions (tons/year)	*0.620*	*2.274*	*0.100*	*0.096*
Total Emissions (pounds/year)	1,241	4,549	201	192
Average Daily Emissions (pounds/day)[1]	**4.74**	**17.36**	**0.77**	**0.73**
Significance Threshold (pounds/day)	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Calculated by dividing the total number of pounds by the total 262 working days of construction for the entire construction period. Calculations use unrounded numbers.
lbs = pounds
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
ROG = reactive organic gases
Source: Appendix A.

Operational Emissions

As previously discussed, the pollutants of concern include ROG, NO_X, PM_{10}, and $PM_{2.5}$. Full buildout of the proposed project is anticipated to occur in 2022, immediately following the completion of construction. Emissions were assessed for full buildout operations in the 2022 operational year (Table 3.3-5). To present a conservative analysis, a full year of operations in the 2022 was assumed for the purpose of estimating emissions. The BAAQMD Criteria Air Pollutant Significance thresholds were used to determine impacts. Unmitigated Operational Average Daily Emissions are presented in Table 3.3-6.

Table 3.3-5: Operational Annual Emissions for Full Buildout (Unmitigated)

Emissions Source	Tons per Year			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	0.23	<0.01	<0.01	<0.01
Energy	0.02	0.14	0.01	0.01
Mobile (Motor Vehicles)	0.12	0.53	0.37	0.10
Total Project Annual Emissions	**0.36**	**0.67**	**0.38**	**0.11**
Thresholds of Significance	**10**	**10**	**15**	**10**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
NO_X = oxides of nitrogen

$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
PM_{10} = particulate matter 10 microns or less in diameter
ROG = reactive organic gases
Source: Appendix A.

Table 3.3-6: Operational Average Daily Emissions (Unmitigated)

Emissions Source	Tons per Year			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Total Project Annual Emissions[1] (tons/year)	0.360	0.666	0.378	0.111
Total Project Annual Emissions[2] (lbs/year)	719	1,332	756	223
Average Daily Emissions[3] (lbs/day)	**1.97**	**3.65**	**2.07**	**0.61**
BAAQMD Average Daily Emission Thresholds (lbs/day)	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Tons per year are shown in 3.3-5.
[2] Pounds per year were calculated using the unrounded annual project operational emissions.
[3] The average daily operational emissions were estimated based on the total annual emissions divided by 365 days.
lbs = pounds
NO_X = oxides of nitrogen
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
PM_{10} = particulate matter 10 microns or less in diameter
ROG = reactive organic gases
Source: Appendix A.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure AIR-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact AIR-3 Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis
This discussion addresses whether the proposed project would expose sensitive receptors to substantial pollutant concentrations. The localized pollutants that could impact sensitive receptors include: NOA, construction-generated fugitive dust (PM_{10} and $PM_{2.5}$), construction generated DPM, CO hotspots and operational-related TACs. Project construction and operational impacts are assessed separately below.

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly,

and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, the following are land uses where sensitive receptors are typically located:

- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences
- Schools and childcare centers

As a hotel project, the proposed project itself would be non-residential and would not be considered a sensitive receptor once operational.

Project as a Source – Construction

Construction Fugitive Dust

During construction (grading), fugitive dust (PM_{10} and $PM_{2.5}$) is generated. As detailed in Impact AIR-1, the proposed project would result in a less than significant dust impact after incorporation of Mitigation Measure AIR-1. Therefore, the proposed project would not expose adjacent receptors to significant amounts of construction dust after incorporation of mitigation.

Construction-Generated DPM

Construction activity using diesel-powered equipment emits DPM, a known carcinogen. DPM includes exhaust $PM_{2.5}$. A 10-year research program (CARB 2021b) demonstrated that DPM (exhaust $PM_{2.5}$) from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. Health risks from TACs are a function of both concentration and duration of exposure. Construction diesel emissions are temporary, affecting an area for a period of weeks or months. Additionally, construction-related sources are mobile and transient in nature.

The health risk assessment evaluated DPM (represented as exhaust $PM_{2.5}$) and $PM_{2.5}$ (exhaust $PM_{2.5}$ and fugitive $PM_{2.5}$) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the project boundary. According to the BAAQMD, a project would result in a significant impact if it would individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, an 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 micrograms per cubic meter ($\mu g/m^3$). As shown in Table 3.3-7, the health risk from these sources is determined to be less than significant.

Table 3.3-7: Unmitigated Health Risks from Project Construction to Off-Site Receptors

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index[2]	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Risks and Hazards at the MEI[1]			
Risks and Hazards at the MEI: Infant (3rd Trimester)	14.07	0.021	0.108
Risks and Hazards at the MEI: Infants (Age Zero)	16.90	0.021	0.108
Risks and Hazards at the MEI: Child	2.66	0.021	0.108
Risks and Hazards at the MEI: Adult	0.30	0.021	0.108
BAAQMD Significance Threshold	10	1.0	0.3
Exceeds Individual Source Threshold?	Yes	No	No

Notes:

$\mu g/m^3$ = micrograms per cubic meter

DPM = diesel particulate matter

MEI = maximally exposed individual

$PM_{2.5}$ = particulate matter less than 2.5 microns

[1] The MEI is located at an existing residence 70 feet southwest the of the project site.

[2] Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the REL of 5 $\mu g/m^3$.

Source: Appendix A.

The project site is located within 1,000 feet of existing and planned sensitive receptors that could be exposed to diesel emission exhaust during the construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest (i.e., receptors at a nearby hospital). The maximally exposed individual (MEI) was found to be an existing residence located approximately 70 feet southwest the of the project site.

As indicated in Table 3.3-7, construction of the proposed project would exceed at least one applicable BAAQMD threshold of the three health impact metrics prior to incorporation of mitigation. Specifically, the cancer risk from construction of the proposed project would exceed the applicable cancer risk significance threshold at the MEI for both infant scenarios. Therefore, the proposed project would be required to implement Mitigation Measure AIR-2 to reduce health risk impacts. Table 3.3-8 summarizes the health and hazard impacts at the MEI from construction of the proposed project after the incorporation of Mitigation Measure AIR-2.

Table 3.3-8: Mitigated Health Risks from Project Construction to Off-Site Receptors

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index[2]	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Risks and Hazards at the MEI[1]– Mitigated (Tier 4 Option)			
Risks and Hazards at the MEI: Infant (3rd Trimester)	4.23	0.006	0.036

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index[2]	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Risks and Hazards at the MEI: Infants (Age Zero)	5.08	0.006	0.036
Risks and Hazards at the MEI: Child	0.80	0.006	0.036
Risks and Hazards at the MEI: Adult	0.09	0.006	0.036
Risks and Hazards at the MEI[1]– Mitigated (Level 3 Filters Option)			
Risks and Hazards at the MEI: Infant (3rd Trimester)	5.28	0.008	0.039
Risks and Hazards at the MEI: Infants (Age Zero)	6.34	0.008	0.039
Risks and Hazards at the MEI: Child	1.00	0.008	0.039
Risks and Hazards at the MEI: Adult	0.11	0.008	0.039
Maximum Risks and Hazards at the MEI[1] After the Incorporation of Mitigation Measure AIR-2			
Maximum Risks and Hazards at the MEI in Any Scenario Analyzed	6.34	0.008	0.039
BAAQMD Significance Threshold	10	1.0	0.3
Exceeds Individual Source Threshold in Either Scenario?	No	No	No

Notes:

$\mu g/m^3$ = micrograms per cubic meter

DPM = diesel particulate matter

MEI = maximally exposed individual

$PM_{2.5}$ = particulate matter less than 2.5 microns

[1] The MEI is located at an existing residence 70 feet southwest the of the project site.

[2] Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the REL of 5 $\mu g/m^3$.

Source: Appendix A.

Naturally Occurring Asbestos

The California DOC and the United States Geological Survey (USGS) have published a guide for generally identifying areas that are likely to contain NOA. There are no NOA areas located in in the immediate vicinity of the project site. Therefore, there is no impact related to exposure to substantial pollutants from NOA.

Project as a Source – Operation

CO Hotspot

Localized high levels of CO (CO hotspot) are associated with traffic congestion and idling or slow-moving vehicles. The BAAQMD recommends a screening analysis to determine if a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is necessary. The project would result in a less than significant impact to air quality for local CO 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, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic 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, below-grade roadway).

Implementation of the proposed project would not conflict with the applicable congestion management program established by the Contra Costa Transportation Authority. According to the traffic analysis prepared for the proposed project by Stantec, the proposed project would generate approximately 39 net new trips during the a.m. peak hour and 42 net new trips during the p.m. peak hour and would not substantially increase traffic volumes on nearby roadways above 44,000 vehicles per hour. Furthermore, the adjacent roadways are not located in an area where vertical and/or horizontal mixing, or the free movement of the air mass, is substantially limited by physical barriers such as bridge overpasses or urban or natural canyon walls. Therefore, the project would not significantly contribute to an existing or projected CO hotspot. Impacts are less than significant.

Toxic Air Contaminants

The proposed project would develop a hotel would including 115 guest rooms and associated onsite guest amenities and would not generate substantial on-site TAC emissions during operation. Hotel developments are not land uses that are typically associated with TAC emissions and the proposed project does not include any features that would include more than usual TAC emission. As described in the project-specific traffic analysis, the proposed project is expected to generate a net increase of 4.46 daily vehicle trips per hotel guest room or 513 average daily trips. The proposed project would primarily generate trips associated with visitors (including guests) and employees traveling to and from the project site. The daily travel trips to and from the project site would primarily be generated by passenger vehicles. Because nearly all passenger vehicles are gasoline-combusted, the proposed project would not generate a significant amount of DPM emissions during operation. Therefore, the proposed project would not result in significant health impacts to nearby sensitive receptors during operation.

Cumulative Health Risk Assessment

The BAAQMD recommends assessing the potential cumulative impacts from sources of TACs within 1,000 feet of a project. For a project-level analysis, the BAAQMD provides three tools for use in screening potential sources of TACs. The BAAQMD-provided tools that were used to assess the potential cumulative impacts from TACs are described below.

- **Stationary Source Risk and Hazard Screening Tools.** The BAAQMD prepared a Geographic Information System (GIS) tool with the location of permitted sources. For each emissions source, the BAAQMD provides conservative estimates of cancer risk and $PM_{2.5}$ concentrations. Based on

information from the GIS tool, there are five BAAQMD-permitted stationary sources within 1,000 feet of the project site.

- **Health Risks for Local Roadways.** The BAAQMD pre-calculated concentrations and the associated potential cancer risks and $PM_{2.5}$ concentration increases for each county within their jurisdiction for roadways that carry at least 30,000 average daily trips. For certain areas, the BAAQMD also included local roadways that meet BAAQMD's "major roadway" criteria of 10,000 vehicles or 1,000 trucks per day. The latest available screening tool is in the form of a GIS raster file.

- **Freeway Screening Analysis Tool.** The BAAQMD prepared a GIS raster file that contains pre-estimated cancer risk and $PM_{2.5}$ concentration increases for highways within the Bay Area.

- **Rail Screening Tool.** The BAAQMD prepared a GIS raster file that contains estimated cancer risks and $PM_{2.5}$ concentrations from railroad operations at any point within the Air Basin.

Cumulative Health Risk Assessment at the Maximum Impacted Receptor During Project Construction

The cumulative health risk results, including health risks from the existing TAC sources, are summarized during project construction in Table 3.3-9. Cumulative health risk results shown therein are representative of the health risks to the MEI which would experience the highest concentration of pollutants.

Table 3.3-9: Summary of the Cumulative Health Impacts at the Maximally Exposed Individual during Project Construction

Source	Cancer Risk in One Million	Chronic Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Project Construction			
Project Construction – Unmitigated Equipment	16.898	0.021	0.108
Project Construction – Mitigated (Tier 4 Option)	5.078	0.006	0.036
Project Construction – Mitigated (Level 3 Filters Option)	6.338	0.008	0.039
Existing Sources[1]			
Contra Costa Vinyl Service (FACID 8638)	0.000	0.000	0.000
Cameron (FACID 11196)	0.000	0.000	0.000
Contra Costa County (FACID 14149)	5.230	0.010	0.130
ARCO Facility #6526 (FACID 112213)	43.890	0.190	0.000
Loveridge Shell (FACID 112453)	22.400	0.100	0.000
Existing Major Local Roadways	0.780	ND	0.014
Existing Highways	6.074	ND	0.113
Existing Railways	2.566	ND	0.003
Local Roadway (E Leland Road)[2]	3.670	ND	0.069

Source	Cancer Risk in One Million	Chronic Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Local Roadway (Loveridge Road)[2]	2.117	ND	0.039
Cumulative Health Risks at the MEI[3] – Unmitigated Equipment			
Cumulative Total with Unmitigated Project Construction	103.625	0.321	0.476
BAAQMD's Cumulative Thresholds of Significance	100	10	0.8
Threshold Exceedance in Unmitigated Scenario?	**Yes**	**No**	**No**
Cumulative Health Risks at the MEI[3] – Mitigated Equipment			
Cumulative Total with Mitigated Project Construction (Tier 4 Option)	91.805	0.306	0.404
Cumulative Total with Mitigated Project Construction (Level 3 Filters Option)	93.065	0.308	0.407
BAAQMD's Cumulative Thresholds of Significance	100	10	0.8
Threshold Exceedance in Either Mitigated Scenario?	**No**	**No**	**No**

Notes:

MEI = maximally exposed individual

ND = no data available

[1] No adjustments were made to reduce the cancer risk and hazard associated with sources that can be expected with further distances from the source of emissions; this presents a conservative estimate.

[2] The MEI is located at an existing residence 70 feet southwest the of the project site.

Source: Appendix A.

As noted in Table 3.3-9, the cumulative impacts from the proposed project construction and existing sources of TACs would be less than the BAAQMD's cumulative thresholds of significance after incorporation Mitigation Measure AIR-2. Thus, the cumulative health risk impacts from project construction would be less than significant with incorporation of mitigation.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure AIR-1 and Mitigation Measure AIR-2 are required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

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

Impact Analysis
As stated in the BAAQMD 2017 Air Quality Guidelines, odors are generally regarded as an annoyance rather than a health hazard and the ability to detect odors varies considerably among the populations and overall is subjective. The BAAQMD does not have a recommended odor threshold for construction activities. However, BAAQMD recommends screening criteria that are based on distance between types

of sources known to generate odor and the receptor. For projects within the screening distances, the BAAQMD has the following threshold for project operations:

- An odor source with five (5) or more confirmed complaints per year averaged over 3 years is considered to have a significant impact on receptors within the screening distance shown in the BAAQMD's guidance (see Table 3.3-3).

The BAAQMD's 2017 Air Quality Guidelines provide a table with odor screening distances recommended by BAAQMD for a variety of land uses. Projects that would site an odor source or a receptor farther than the applicable screening distance, shown in Table 3.3-10 below, would not likely result in a significant odor impact.

Table 3.3-10: Screening Levels for Potential Odor Sources

Odor Generator	Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile

Source: BAAQMD 2017c

Project Construction and Project Operation

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Project operations would not be anticipated to produce odorous emissions. Construction activities associated with the proposed project could result in short-term odorous emissions from diesel exhaust associated with construction equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present

onsite temporarily during construction activities. Therefore, the proposed would not create objectionable odors affecting a substantial number of people, and the impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.4 BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	☐	☒	☐	☐

3.4.1 Environmental Setting

The proposed project is located in Contra Costa County in the City of Pittsburg on a 2.09-acre vacant lot with a to be determined APN in the Loveridge Planning Subarea. The project site is designated Business Commercial by the General Plan and is within the City's Industrial Park zoning district. The project site is surrounded by the following land uses:

- **North.** Industrial land uses are located north of the project site, beyond which lies SR 4, which runs east/west.

- **South.** South of the project site is commercial development and high-density residential apartments, followed by E Leland Road.
- **West.** West of the project site is high-density residential apartments and industrial land uses, followed by Dias Circle and Piedmont Way.
- **East.** Loveridge Road is directly east of the project site, followed by commercial development.

The topography of the study area, which is defined as a 100-foot buffer around the project site, is nearly level with elevations ranging from approximately 70 to 75 feet above mean sea level (amsl). Regionally, the study area has a Mediterranean climate characterized by hot, dry summers and moderate winters, with average annual temperatures ranging from 46 to 75 degrees Fahrenheit (°F). Historical data used to describe the climate was collected at the Antioch Pumping Plant #3 Station, approximately 3.5 miles east of the study area (Western Regional Climate Center 2021). Precipitation in the study area occurs as rain. Average annual rainfall is 11.2 inches and occurs primarily from October through April. The growing season (i.e., 50 percent probability of air temperature 32ºF or higher) in the study area is around 304 days and occurs between mid-February and early December (Western Regional Climate Center 2021).

3.4.2 Methodology

This section summarizes the methods used to identify and analyze potential impacts on sensitive habitats and effects on special status plants and animals that may occur on the project site. As described below, a biologist conducted database searches and literature reviews to determine which rare natural communities and special status species have the potential to occur on the project site. A more detailed description of these methods is provided in the project Biological Resources Technical Report, which is included as Appendix B of this document.

Background Research

This analysis is based on a review of existing information about sensitive biological resources known to occur within and near the project site and followed by field surveys to determine whether biological resources are absent, present, and/or are likely to be present.

For the purpose of this evaluation, special status plant species include plants that are:

1) listed as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA);
2) proposed for federal listing as threatened or endangered;
3) State or federal candidate species;
4) designated as rare by the California Department of Fish and Wildlife (CDFW); or
5) California Rare Plant Rank 1A, 1B, 2A or 2B species.

For the purpose of this evaluation, special status animal species include species that are:

1) listed as threatened or endangered under the CESA or FESA;
2) proposed for federal listing as threatened or endangered;

3) State or federal candidate species; or
4) identified by the CDFW as species of special concern or fully protected species.

Sensitive natural communities are those communities that are highly limited in distribution and may or may not contain rare, threatened, or endangered species. The California Natural Diversity Database (CNDDB) ranks natural communities according to their rarity and endangerment in California. Habitats are considered sensitive if they are identified on the CDFW List of Vegetation Alliances and Associations as being highly imperiled or classified by CDFW in the CNDDB as natural communities of special concern – Ranks S1 to S3.

The potential for special status species to occur within the study area were classified under one of five categories, as described below. Only those special status species with an occurrence potential of moderate or greater are evaluated in detail.

- **Present:** The species is known to be present or has been recently observed in the study area.
- **High:** The species has been observed and documented within 3 miles of the study area within the last 5 years, and suitable habitat for the species is present.
- **Moderate:** The proposed project is located within the range of the species, there are documented occurrences within 3 miles of the study area, and/or potential habitat for the species exists in the study area.
- **Low:** The proposed project is located within the range of the species, and low-quality (e.g., disturbed, agricultural) habitat is present.
- **Absent:** The proposed study area is located outside of the species range, and/or potential habitat to support the species is not present in the study area.

Prior to conducting a reconnaissance-level biological field survey, Stantec completed a desktop analysis to identify sensitive biological resources (wildlife species, plant species, and their habitats) that may occur within the proposed project site and region, as defined by the CDFW, United States Fish and Wildlife (USFWS), and California Native Plant Society (CNPS). The following resources were used to identify those potentially occurring biological resources:

- CDFW CNDDB records search of special status species and habitat observations in the proposed project site and in the 3 miles surrounding the proposed project site (CDFW 2020a);
- CNPS online Inventory of Rare and Endangered Plants of California for Antioch North, Denverton, Birds Landing, Rio Vista, Honker Bay, Jersey Island, Clayton, Antioch South, and Brentwood USGS 7.5-minute Quads (CNPS 2020);
- USFWS list of endangered, threatened, and candidate species that may occur in the proposed project site (USFWS 2020) (Appendix B);

- USFWS Designated Critical Habitat data for federally threatened and endangered species (USFWS 2020);
- Calflora online database for Contra Costa County (Calflora 2020). Calflora was used as a secondary tool for the purpose of assessing rare plant species that have the potential to occur within Contra Costa County.

Based on this background research, a list of special status species that have the potential to occur or are known to occur in the project site and vicinity was developed. The list was refined based on reconnaissance-level biological field surveys to determine the potential for those species to occur in the project site.

Reconnaissance Survey

A reconnaissance-level biological survey was conducted by Stantec on December 10, 2020. The reconnaissance-level survey was performed on foot, walking meandering transects throughout the entire study area to characterize habitats, identify potential aquatic resources that may be subject to regulatory agency jurisdiction (e.g., United States Army Corps of Engineers [USACE], CDFW), assess potential for special status species to occur, and to record observed species. To better focus the field survey efforts on those plant and animal special status species that may occur in the study area, a target list of potentially occurring species was developed during the literature and database review process. Plant taxonomy for the botanical survey uses the Jepson Manual (Baldwin et al. 2012).

Vegetation Communities

Habitat types in the study area were classified based on descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988), as well as the *California Natural Community List* (CDFW 2019), which is adapted from the technical approach and vegetation alliance classification system described in *A Manual of California Vegetation* (Sawyer et al. 2009). The habitat community present in the study area includes barren and ruderal. No potential aquatic resources were observed in the study area. Descriptions of the habitat is provided below.

Upland Habitat Types

Barren and Ruderal

The study area is highly disturbed from frequent mowing, which has created barren and ruderal habitats providing little to no vegetation communities. Based on historical areal imagery, the study area does not support grassland communities or other habitats when not recently disturbed. Due to frequent human disturbance, the vegetation consists of sparse cover of opportunistic non-native ruderal grass and forb species, such as brome species (*Bromus* sp.), bluegrass species (*Poa* sp.), mustard species (*Brassica* spp.), field bindweed (*Convolvulus arvensis*), and pepperweed species (*Lepidium* sp.). The grasses and some forbs had been mowed and were therefore not identifiable to species. The study area is bound by roadway to the east, a parking lot and commercial businesses on the south side, an apartment complex to the west, and an adjacent industrial lot to the north that is paved.

Aquatic Habitats

No potential wetlands, streams, or channels were observed within the study area that would be covered under the jurisdiction of CDFW, USACE, or Regional Water Quality Control Board (RWQCB).

Special Status Species

Plants

Regionally occurring special status plant species were identified based on a review of pertinent literature, the USFWS species list, CNDDB, CNPS database records, and the reconnaissance-level biological field survey results. CNNDB special status plant species occurrences were reviewed within 3 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and immediate vicinity to determine if potential habitat occurs in the project site. As described in the Biological Resources Technical Report (Appendix B), the project site does not provide suitable habitat for special status plants.

Wildlife

Regionally occurring special status animal species were identified based on a review of pertinent literature, the USFWS species list, CNDDB database records, a query of the California WHRS (CDFW 2014), and the reconnaissance-level biological field survey results. CNNDB special status animal species occurrences were reviewed within 3 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and the immediate vicinity to determine the species' potential to occur in or near the project site. As described in the Biological Resources Technical Report (Appendix B), the project site does not provide suitable habitat for special status animal species.

Critical Habitat

No designated critical habitat is present at the project site or within the immediate vicinity.

3.4.3 Environmental Impact Analysis

This section discusses potential impacts on biological resources associated with the proposed project and provides mitigation measures where necessary.

Impact BIO-1	**Have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Impact Analysis

Special Status Plant Species

There is no potential habitat in the project site for special status plant species with occurrences within a 3-mile radius. Although the reconnaissance-level biological survey conducted on December 10, 2020, is

outside the blooming period for the plants known to occur within 3 miles of the project site, the site is disturbed from previous mowing. Historical aerial imagery indicates that this has been occurring over the course of several years, thereby limiting the opportunity for vegetation to establish. Based on the lack of suitable habitat, the project site does not provide moderate- or high-potential habitat for special status plant species to occur, and there would be no impacts to special status plants.

Special Status Wildlife Species

Although there are CNDDB occurrence records within 3 miles of the project site for special status animal species (CDFW 2020b), the project site does not provide suitable habitat (i.e., tall trees, burrows, aquatic features, elderberry shrubs) for potential special status species to occur. Due to frequent disturbance and lack of vegetation, the project site provides minimal foraging habitat for migratory birds or special status raptors protected under the Migratory Bird Treaty Act (MBTA) or California Fish and Game Code. The immediate surrounding area also provides minimal habitat for special status species and migratory birds as vacant areas are heavily and routinely disturbed through mowing. The adjacent trees may provide suitable habitat for migratory nesting birds; however, this is outside the project site boundaries.

If project activities occur during the nesting bird season (generally considered February 1 to August 31), construction may cause indirect effects to nesting birds (e.g., noise and vibration) by causing adults to abandon active nests, resulting in nest failure and reduced reproductive success. Mitigation Measure BIO-1 requires preconstruction nesting bird surveys to document all nests on or adjacent to the project site and implementation of protective buffers around documented nests during construction to minimize disturbance to nesting birds during construction. Based on the lack of suitable nesting habitat on the project site, there is low potential for special status species to occur, and with the implementation of Mitigation Measure BIO-1, impacts to special status raptors and migratory nesting bird species would be less than significant.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM BIO-1: **Avoid Disturbance of Nesting Birds.** If project activities occur during the nesting season for native birds (February 1 to August 31), the following measures shall be implemented to avoid or minimize the potential for adverse impacts on nesting migratory birds and raptors:

- Pre-construction nesting bird survey for species protected by the MBTA and California Fish and Game Code shall be conducted by a qualified biologist within a 100-foot radius of proposed construction activities for passerines and a 300-foot radius for raptors no more than 30 days prior to the start of construction activities.
- If active nests are found, a qualified biologist shall determine the size of the buffers based on the nesting species and its sensitivity to disturbance. The size of the buffers may be reduced at the discretion of a qualified biologist, but no construction activities

shall be permitted within the buffer if they are demonstrated to be likely to disturb nesting birds. Active nest sites shall be monitored periodically to determine time of fledging.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact BIO-2	**Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Impact Analysis
The project site does not contain any sensitive natural communities as classified by the CDFW. In addition, no potential aquatic habitats were identified within the project site that could be considered waters of the United States and subject to the USACE and RWQCB jurisdiction under Sections 404 and 401 of the Clean Water Act, or subject to CDFW jurisdiction under Section 1600 of the California Fish and Game Code. Therefore, the proposed project would have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFW.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

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

Impact Analysis
No aquatic resources or potential wetlands covered under the jurisdiction of the USACE or RWQCB occur within the project site. As such, there would be no impact to state or federally protected wetlands.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact Analysis

Habitat corridors are segments of land that provide linkages between different habitats while also providing cover. On a broader level, corridors also function as avenues along which wide-ranging animals can travel, plants can propagate, genetic interchange can occur, populations can move in response to environmental changes and natural disasters, and threatened species can be replenished from other areas. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Habitat corridors have been recognized by federal agencies such as the USFWS and the state as important habitats worthy of conservation. In general, movement corridors consist of areas of undisturbed land cover that connect larger, contiguous habitats. The project site does not act as a corridor for species dispersal or provide migration habitat connectivity to adjacent habitat and is not part of any defined essential connectivity areas as identified in the California Essential Habitat Connectivity project (Spencer et al. 2010); therefore, the proposed project would have no impact.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis

The project site does not contain any trees or involve the removal of any trees; therefore, no tree preservation policies apply. As such, there would be no impact with respect to conflicting with local tree policies or ordinances protecting biological resources such as a tree preservation policy or ordinance.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-6	**Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?**

Impact Analysis

The East Contra Costa County (ECCC) Habitat Conservancy is a joint exercise of powers authority formed by the Cities of Brentwood, Clayton, Oakley, and Pittsburg and Contra Costa County to implement the ECCC Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP or Plan). It is a document that helps both private and public entities plan and execute projects that lessen the impacts on natural resources within the Plan area, along with streamlining the environmental permitting process for impacts on endangered species. The project site is within the Plan boundaries and has been designated an Urban Development area.

The ECCC Plan covers approximately 175,000 acres, covering east Contra Costa County. There are 28 species covered under the ECCC Plan. The 11 plant species were evaluated for the potential to occur within the proposed project site and determined to be absent from the project site (Appendix B). The 17 wildlife species were evaluated for the potential to occur within the project site and determined to be absent within the proposed project site (Appendix B). However, because the proposed project lies within and is implemented under the authority and control of the HCP, the project would need to comply with the HCP/NCCP and complete a Planning Survey Report application and a portion of the project site is subject to HCP/NCCP mitigation fees.

With the implementation of Mitigation Measure BIO-2, the proposed project would comply with the ECCC HCP/NCCP and impacts to species within the HCP/NCCP would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM BIO-2: **Compliance with the East Contra Costa County Habitat Conservation Plan / Natural community Conservation Plan.** The project is located within and is implemented under the authority that is subject to the ECCC HCP/NCCP. The project shall comply with the HCP/NCCP which includes the following steps:

- Project proponent shall apply for take coverage from the City of Pittsburg using the HCP/NCCP Application Form and Planning Survey Report.
- The City of Pittsburg shall review the application for completeness and verify if there are required fees.
- The City of Pittsburg conditions project with applicable requirements of HCP/NCCP.
- If required, the project proponent shall pay the fees before or at grading permit (at first construction permit if no grading permit).
- The project proponent shall conduct any required pre-construction monitoring, construction monitoring and avoidance measures as determined by the ECCC HCP/NCCP.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.5.1 Environmental Setting

The project site is located in the City of Pittsburg in Contra Costa County, California. Pittsburg is located in the Sacramento/San Joaquin Delta region to the south of Suisun Bay. The area's Mediterranean climate supports a mosaic of grasslands, wetland communities, and scattered stands of trees (City of Pittsburg 2001).

3.5.2 Methodology

To determine the presence or absence of cultural resources within the project site and vicinity, Stantec prepared a Cultural Resources Assessment. The cultural resources assessment included a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), literature review, AB 52 consultations, buried site sensitivity analysis, and a pedestrian field survey. The cultural resources assessment was conducted to satisfy the requirements of CEQA and follows CEQA Appendix G Guidelines. The project Cultural Resources Assessment is provided in Appendix C.

Records Search and Literature Review

A records search (NWIC File No. 20-0942) was completed at the NWIC of the CHRIS, on December 4, 2020 (CHRIS 2020). As an affiliate of the State of California Office of Historic Preservation, the NWIC is the official state repository of cultural resource records and reports for the region that includes Contra Costa County. The search included the entire project site, as well as a 0.25-mile buffer around it. Other sources reviewed include the Office of Historic Preservation Historic Property Data File, Determination of Eligibility, National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) listings, California Inventory of Historical Resources, California State Historical Landmarks, Points of Historic Interest, Caltrans Bridge Inventory, and Historic Maps.

In addition, Stantec contacted the California Native American Heritage Commission (NAHC), on January 14, 2021, to request a search of the Sacred Lands File. The request included a description of the proposed project, as well as a location map. A search of the NAHC Sacred Lands File was completed on January 26, 2021, and there was no indication of the presence of Native American cultural resources in the project site.

No NRHP or CRHR eligible sites are within or adjacent to the project site. Camp Stoneman, a military base, appears in historic aerials as early as 1949 in the area of the proposed project but the base was deactivated in 1954 (Johnson 2012).

Records Search Results

No cultural resources have been recorded in the project site. Five previously recorded historic-era resources are within 0.25 mile of the project site and all have been recommended not eligible to either the CRHR or NRHP. Seventeen previous studies have been completed within the project site and 13 previous studies have been completed within 0.25 mile of, but outside of, the project site. Appendix C includes the complete NWIC records search results.

Field Survey

A pedestrian archaeological survey of the project site was conducted by a Stantec archaeologist on December 10, 2020. The archaeologist took photographs of the survey area and ground surface visibility and used a Geographic Positioning System unit with sub-meter accuracy during the survey. Survey transects were spaced at intervals no greater than 10 to 15 meters. Ground visibility was good, with approximately 95 percent visibility. Regardless, periodic trowel and boot scrapings were employed to clear small patches of vegetation in areas with poor ground visibility due to thick ground vegetation cover in some areas.

During the survey, all areas were examined closely for evidence of prehistoric archaeological site indicators such as obsidian or chert flakes; grinding and mashing implements (such as groundstone, mortars, and pestles); bone; and discolored soils (which could contain lithics, bone, shell, and/or fire-affected rocks). The areas were also examined closely for evidence of historic period-site indicators such as glass and ceramic fragments; metal objects; milled and split lumber, and structure or feature remains such as building foundations, fence posts, and discrete trash deposits such as wells, privy pits, or dumps.

No cultural resources were identified as a result of the survey.

Assembly Bill 52

On January 11, 2021, the City mailed letters to all tribes who requested to be consulted on City projects under AB 52. Follow-up phone calls were made to these tribes on January 25, 2021. The tribes contacted are listed below:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- The Confederated Villages of Lisjan

- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlo North Valley Yokuts Tribene Indian Tribe of the SF Bay Area
- The Ohlone Indian Tribe
- Wilton Rancheria

On January 13, 2021, the Confederated Villages of Lisjan requested the NWIC cultural resource records search results and NAHC Sacred Lands File results. These results were sent to the Confederated Villages of Lisjan. After review of these materials, the Confederated Villages of Lisjan did not have any further comment on the proposed project but requested to be contacted should there be any inadvertent finds during project construction. On February 3, 2021, the Wilton Rancheria sent an email stating they had no concerns on this project but asked if an inadvertent discovery occurs during construction that the tribe be notified. The other tribes contacted either did not respond or did not have any concerns with the proposed project. An AB 52 correspondence record can be found in Appendix C.

Buried Site Sensitivity

Assessing the sensitivity for an area to contain buried archaeological sites takes into consideration the potential for the presence of buried cultural deposits by examining past use of a project location, factors that support human occupations such as access to resources and water, slope, and the underlying geomorphology of the area. This section summarizes the archaeological buried site sensitivity for the project site. Generally speaking, a large proportion of archaeological sites are located within 150 meters of a water source and on relatively flat ground. Portions of the project that exhibit these parameters have an increased potential to contain buried cultural resources and buried stable land surfaces that may have supported prehistoric and/or historic human use.

According to the Geologic Map of California (DOC 2015), the project site is underlain by marine and nonmarine (continental) sedimentary rocks dating to the Pleistocene characterized as older alluvium, lake, playa, and terrace deposits. The project site is composed of soils consisting of rincon clay loam, 2 to 9 percent slopes, MLRA 14 with a parent material of clayey alluvium derived from sedimentary rock (U.S. Department of Agriculture Natural Resources Conservation Service 2020). The closest water source to the project site is the Kirker Creek, which is 0.35 mile (1,855 feet) west of the project site. The geologic deposits predate human occupation of the project site and previous Caltrans geoarchaeological investigations identify the project site as having a very low sensitivity for buried cultural resources (Meyer and Rosenthal 2007).

3.5.3 Environmental Impact Analysis

This section discusses potential impacts on cultural resources associated with the proposed project and provides mitigation measures where necessary.

Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?

Impact Analysis

An archival record search and literature review, AB 52 consultation, and pedestrian survey were performed as part of the cultural resources assessment for the proposed project. No historical resources were identified within the project site. However, subsurface construction activities associated with the proposed project could potentially damage or destroy a previously undiscovered historical resource. The proposed project would be required to implement Mitigation Measure CUL-1 in the event a previously undiscovered subsurface historical resource is found at the project site during construction. The implementation of Mitigation Measure CUL-1 would be in accordance with the standard inadvertent discovery procedures to reduce potential impacts to previously undiscovered subsurface historical resources. Therefore, with the implementation of Mitigation Measure CUL-1, potential impacts to undiscovered historical resources would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM CUL-1: **Cultural Materials Discovered During Construction.** If any cultural resource is encountered during ground disturbance or subsurface construction activities (e.g., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a Secretary of the Interior-qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation 523 series forms. All forms and associated reports would be submitted to the NWIC of the CHRIS. The archaeologist shall determine whether the resource requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the resource is determined to be eligible for listing on the CRHR as a unique archaeological resource as defined in PRC Section 15064.5, the archaeologist shall develop a plan for the treatment of the resource. The plan shall contain appropriate mitigation measures, including avoidance, preservation in place, data recovery excavation, or other appropriate measures outlined in PRC Section 21083.2.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

An archival record search and literature review, AB 52 consultation, and pedestrian survey were performed as part of the cultural resources assessment for the proposed project. No archaeological resources were identified within the project site. The proposed project is therefore not anticipated to have an impact on any known or potential archeological resources. However, subsurface construction activities

associated with the proposed project could potentially damage or destroy previously undiscovered unique archaeological resources. The proposed project would be required to implement Mitigation Measure CUL-1 in the event previously undiscovered subsurface unique archaeological resources are found at the project site. The implementation of Mitigation Measure CUL-1 would be in accordance with the standard inadvertent discovery procedures to reduce potential impacts to previously undiscovered subsurface unique archaeological resources. Therefore, with the implementation of Mitigation Measure CUL-1, potential impacts to undiscovered archaeological resources would be less than significant.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure CUL-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact CUL-3 Disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis
There are no known human remains within the project site and no indications that the project site has been used for burial purposes in the past. Therefore, it is unlikely that human remains would be encountered during construction. However, ground disturbance and subsurface construction activities associated with the proposed project could potentially disturb previously undiscovered human burial sites. If previously undiscovered human burial sites are found on the project site, the proposed project would be required to implement Mitigation Measure CUL-2 in accordance with Section 7050.5 of the California Health and Safety Code and PRC 5097.98. Implementation of Mitigation Measure CUL-2 would require all work to stop within 50 feet of the remains and to contact the County Coroner and the appropriate City contact to evaluate the discovery. If the human remains are of Native American origin, the County Coroner must notify the NAHC within 24 hours of this identification. The NAHC would identify a Native American most likely descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains within 48 hours. As such, implementation of Mitigation Measure CUL-2 would reduce impacts to a less than significant level.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
MM CUL-2: **Human Burials Encountered During Construction.** If ground-disturbing activities uncover previously unknown human remains, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:

There shall be no further excavation or disturbance of the area where the human remains were found or within 50 feet of the find until the County Coroner and the appropriate City representative are contacted. Duly authorized representatives of the Coroner and the City

shall be permitted onto the project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Sections 5097.98, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to re-commence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the Coroner determines that the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the MLD of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the MLD's recommendations, the owner or the MLD may request mediation by NAHC.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

PG&E provides electricity and natural gas service within the City. Upon buildout of the project site, electricity to the project site would be provided by PG&E. All electricity infrastructure would be located underground and would tie-in to existing infrastructure. Solar panels are proposed to be on the rooftop of the proposed building. It is expected that the proposed project would generate 40,296 kilowatt (kW)-hours (kWh) of on-site renewable energy on an annual basis. This is consistent with the applicant-provided information that the proposed project would include rooftop solar panels totaling approximately 2,232 square feet that would have a photovoltaic output of approximately 23.25 kW, or 22.08 kW at 95 percent inverter efficiency.

In February 2018, PG&E announced that it had reached California's 2020 renewable energy goal 3 years ahead of schedule, and now delivers nearly 80 percent of its electricity from GHG-free resources. Approximately 33 percent of PG&E's electricity came from renewable resources including solar, wind, geothermal, biomass, and small hydroelectric sources in 2017. Additionally, approximately 78.8 percent of PG&E's total electric power mix is from GHG-free sources including nuclear, large hydro, and renewable sources of energy (PG&E 2018).

3.6.2 Methodology

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Appendix A). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Appendix A. Short-term construction energy consumption is discussed below.

Short-Term Construction

Off-Road Equipment

The proposed project is anticipated to be constructed during 2021 and 2022, breaking ground in April 2021 and planned to be completed by April 2022. Table 3.6-1 provides estimates of the project's construction fuel consumption from off-road construction equipment.

Table 3.6-1: Construction Off-Road Fuel Consumption

Project Component	Phase	Fuel Consumption (gallons)
Home 2 Suites Project Construction	Site Preparation	158.40
	Site Grading	280.90
	Building Construction	11,933.91
	Paving	325.39
	Architectural Coating	62.03
Total		**12,760.64**

Source: Appendix A

As shown in Table 3.6-1, construction activities associated with the proposed project would be estimated to consume 12,760.64 gallons of diesel fuel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 3.6-2 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 3.6-2: Construction On-Road Fuel Consumption

Project Component	Total Annual Fuel Consumption (gallons)
Home 2 Suites Project Construction	10,281
Total	**10,281**

Source: Appendix A

Long-Term Operations

Transportation Energy Demand

Table 3.6-3 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project.

Table 3.6-3: Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Daily VMT	Annual VMT	Average Fuel Economy (miles/gallon)[1]	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	58.7%	1,566	571,735	31.13	50.3	18,367
Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV)	34.4%	920	335,680	21.54	42.7	15,586
Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT)	5.6%	151	54,999	9.37	16.1	5,872
Motorcycles (MCY)	0.5%	14	5,268	36.81	0.4	143
Other (OBUS, UBUS, SBUS, MH)	0.7%	19	6,790	6.65	2.8	1,021
Total	**100%**	**2,670**	**974,474**	—	**112.3**	**40,990**

Notes:

Percent of Vehicle Trips and VMT provided by CalEEMod.

[1] Average fuel economy was derived from California Air Resource Board's EMission FACtor (EMFAC) data for Contra Costa County for the 2022 operational year and reflects fuel economy of overall fleet, not just new vehicles.

"Other" consists of buses and motor homes.

VMT = vehicle miles traveled

Source: Appendix A

As shown above, daily vehicular fuel consumption is estimated to be 112.3 gallons of both gasoline and diesel fuel. Annual consumption is estimated at 40,990 gallons.

In terms of land use planning decisions, the proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips or substantially lengthen existing trips. The proposed project would be well positioned to accommodate existing population and reduce vehicle miles traveled (VMT). For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region.

Building Energy Demand

As shown in Tables 3.6-4 and 3.6-5, the proposed project is estimated to demand 495,501 kWh of electricity and 2,784,440 1,000-British Thermal Units (KBTU) of natural gas, respectively, on an annual basis.

Table 3.6-4: Long-Term Electricity Usage

Land Use	Size (ksf)	Title 24 Electricity Energy Intensity (kWh/size/ year)	Nontitle 24 Electricity Energy Intensity (kWh/size/ year)	Lighting Energy Intensity (kWh/size/ year)	Total Electricity Energy Demand (kWh/size/ year)	Total Electricity Demand (kWh/year)
Hotel	62.84	2.05	3.22	2.35	7.62	478,841
Parking Lot	47.60	0	0	0.35	350	16,660
Landscaping	27.50	0	0	0	0	0
Recreational Swimming Pool	1.00	0	0	0	0	0
Other Asphalt Surfaces	0.87	0	0	0	0	0
Total						**495,501**

Notes:

ksf = 1,000 square feet

kWh= kilowatt hour

Source: Appendix A

Table 3.6-5: Long-Term Natural Gas Usage

Land Use	Size (ksf)	Title 24 Natural Gas Energy Intensity (KBTU/size/year)	Nontitle 24 Natural Gas Energy Intensity (KBTU/size/year)	Total Natural Gas Energy Demand (KBTU/size/year)	Total Natural Gas Demand (KBTU/year)
Hotel	62.84	39.56	4.75	44,309.99	2,784,440
Parking Lot	47.60	0	0	0	0
Landscaping	27.50	0	0	0	0
Recreational Swimming Pool	1.00	0	0	0	0
Other Asphalt Surfaces	0.87	0	0	0	0
Total					**2,784,440**

Notes:

The proposed project could potentially include a variety of uses consistent with the development standards; however, the land use selections above were based on estimating the “worst-case” scenario demand for electricity.

ksf = 1,000 square feet

KBTU= 1,000 British Thermal Units

Source: Appendix A

3.6.3 Environmental Impact Analysis

This section discusses potential energy impacts associated with the proposed project and provides mitigation measures where necessary.

Impact EN-1	**Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Impact Analysis

This impact addresses the energy consumption from both the short-term construction and long-term operations, which are discussed separately below.

Construction Energy Demand

As summarized in Tables 3.6-1 and 3.6-2, the proposed project would require 12,760.64 gallons of diesel fuel for construction off-road equipment and 10,281 gallons of gasoline and diesel for on-road vehicles during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Long-Term Energy Demand

Building Energy Demand

Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of California Code of Regulations Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued. The proposed project is estimated to demand 495,501 kWh of electricity per year and 2,784,440 KBTU of natural gas per year. This would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update. Furthermore, solar panels are proposed to be on the rooftop of the proposed building that would generate 40,296 kWh of on-site renewable energy on an annual basis.

Therefore, while the proposed project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of a hotel development. Compliance with future building code standards would result in increased energy efficiency.

Based on the above information, the proposed project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be less than significant.

Transportation Energy Demands

The daily vehicular fuel consumption is estimated to be 112.3 gallons of gasoline and diesel fuel combined. Annual consumption is estimated at 40,990 gallons. The proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips or substantially lengthen existing trips. The proposed project would be well positioned to accommodate existing population and reduce VMT. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis
The proposed project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips, or substantially lengthen existing trips. Due the project's location in an existing community, the proposed project would be well positioned to accommodate existing population and reduce VMT. The proposed project would comply with the versions of California Code of Regulations Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued and with all applicable City measures. Additionally, solar panels are proposed to be on the rooftop of the proposed building that would generate 40,296 kWh of on-site renewable energy on an annual basis.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.7 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.7.1 Environmental Setting

Regional Setting

Contra Costa County, like the San Francisco Bay Area as a whole, is located in one of the most seismically active regions in the United States. Major earthquakes have occurred in the vicinity of

Pittsburg in the past and can be expected to occur again in the near future (City of Pittsburg 2001). The topography of the Bay Area consists of north- to northwest-trending mountain ranges and intervening valleys that are characteristic of the Coast Range geomorphic province. The Coast Ranges consist of the Mendocino Range to the north of San Francisco Bay, the Santa Cruz Mountains west of the Bay, and the Diablo Range to the east of the Bay. The San Andreas Fault Zone lies to the west of the project site and represents a major boundary that separates Franciscan Complex rocks on the North American Plate from Salinian basement rocks of the Pacific Plate. The Coast Ranges represent northwest-southeast trending structural blocks comprised of a variety of basement lithologies that are juxtaposed by major geologic structures. The Coast Ranges-Sierran Block boundary zone lies to the east of the proposed project. The Coast Ranges ophiolites within the Franciscan Complex have been deformed by a series of thrust faults, most of which appear to be inactive (Appendix D).

Two potentially active faults showing evidence of movement within the last two million years in the City include Franklin and Antioch faults. The largest active fault in the region, the San Andreas Fault, is located about 40 miles west of Pittsburg (City of Pittsburg 2001).

The 1972 Alquist-Priolo Earthquake Fault Zoning Act requires the California Geological Survey to establish regulatory Earthquake Fault Zones around the surface ruptures of active faults to reduce the hazard of surface fault rupture to structures built for human occupancy. There are no Alquist-Priolo Earthquake Fault Zones in the project site (Appendix D). However, the fault activity map of California shows that there are faults around the site location. Among the four faults of Rio Vista, Davis, Greenville, and an un-named fault, the nearest fault to the site location is Rio Vista Fault, located 1.11 miles north of the project site. The Davis Fault is located 6.33 miles east of the project site, the Greenville Fault is located 7.28 miles southwest of the project site, and an un-named fault is 8.43 miles west of the project site (Appendix D). The Midland and Rio Vista faults are potentially active but have not demonstrated displacement for the last 700,000 years. Although the fault has displayed no movement within the historic past (last 200 years), an earthquake epicenter was located on this fault. There has been no recent evidence of surface faulting or tectonic creep along the Rio Vista Fault. A fault is considered active if it has ruptured within the last 11,000 years. The Davis Fault and Rio Vista Fault are Quaternary faults, which have undergone Quaternary displacement during the past 2 million years. The Clayton-Marsh Creek-Greenville Fault is a fault located in the eastern San Francisco Bay Area of California, in Alameda County and Contra Costa County. It is part of the somewhat parallel system of faults that are secondary to the San Andreas Fault. The 5.8 magnitude 1980 Livermore earthquake occurred on this fault. The fault creeps at a rate of at 2 mm/year. The predicted probability of a major earthquake on this fault within the next 30 years is relatively low, at 3 percent, compared to nearby faults such as the Hayward Fault (Appendix D).

Project Site Setting

The project site topography is flat with elevations ranging from 70-75 feet amsl. According to the Geotechnical Investigation Report prepared by Achievement Engineering Corp., the soil encountered at the project site is generally classified as low to medium plasticity clay. As part of the geotechnical investigation, two test borings were taken at the project site. The encountered soil is generally classified as clayey sand with gravel and low to medium plasticity clay. According to the state Map for Earthquakes,

the project site is not located within a liquefaction hazard zone. The project site and surrounding area are generally flat and not located in a landslide hazard zone.

3.7.2 Methodology

A Geotechnical Investigation Report was prepared for the proposed project by Achievement Engineering Corp. on May 4, 2020. The results of the geotechnical exploration report were reviewed to determine potential geology and soils impacts from the proposed project and are summarized herein. The Geotechnical Investigation Report is provided in Appendix D.

Paleontological Resources

To determine the potential for paleontological resources at the project site, the paleontological database at the University of California, Berkeley's Museum of Paleontology (UCMP) was consulted. The UCMP database search did not identify any paleontological resources within the project site (UCMP 2021). The City is underlain by alluvium, which consists mainly of unconsolidated gravel, sand, silt, and clay deposits. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the General Plan does not note the existence of any unique geologic features within the City. Consequently, implementation of the proposed project would not be anticipated to have the potential to result in direct or indirect destruction of unique geologic features.

3.7.3 Environmental Impact Analysis

This section discusses potential impacts related to geology and soils associated with the proposed project and provides mitigation measures where necessary.

Impact GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- **i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
- **ii) Strong seismic ground shaking?**
- **iii) Seismic-related ground failure, including liquefaction?**
- **iv) Landslides?**

Impact Analysis

i) Fault Rupture

There are no Alquist-Priolo Earthquake Fault Zones in the project site. The geotechnical investigation did not identify any mapped active or inactive faults crossing or projecting toward the project site (Appendix D). Therefore, the potential for damage to structures at the project site due to rupture of a known earthquake fault is low, and impacts would be less than significant.

ii) Ground Shaking

The project site is in a seismically active region, and earthquake-related ground shaking is expected to occur during the design life of the proposed project. According to the geotechnical investigation report prepared for the proposed project, the nearest faults to the project site include the Rio Vista Fault, which is located approximately 1.11 miles north of the project site, the Davis Fault is located 6.33 miles east of the project site, the Greenville Fault is located 7.28 miles southwest of the project site, and an un-named fault is 8.43 miles west of the project site (Appendix D). Construction of the proposed project would be required to conform to the latest edition of the California Building Code, which includes engineering standards appropriate to withstand anticipated ground accelerations at the project site. Conformance with the earthquake design parameters of the California Building Code would be subject to City review as part of the building permit review process. In addition, recommendations identified in the site-specific geotechnical investigation report would be incorporated into the proposed project as part of Mitigation Measure GEO-1. As such, compliance with the California Building Code and implementation of Mitigation Measure GEO-1 would reduce the risks from ground shaking to a less than significant level.

iii) Ground Failure, including Liquefaction

According to the geotechnical investigation report prepared for the proposed project and to the state Map for Earthquakes, the project site is not located within a liquefaction hazard zone (Appendix D). Construction of the proposed project would be required to conform to the latest edition of the California Building Code, which contains seismic building criteria and standards that are designed to reduce liquefaction risks to acceptable levels. The proposed project would also implement Mitigation Measure GEO-1 and incorporate the recommendations identified by the geotechnical investigation report into the project design. Therefore, with compliance with the California Building Code and implementation of Mitigation Measure GEO-1, impacts to ground failure would be less than significant.

iv) Landslides

The project site is flat with elevations ranging from 70-75 feet amsl. According to the geotechnical investigation report prepared for the proposed project, the project site and surrounding area are generally flat and not located in a landslide hazard zone. The project site would not be subject to seismically induced landslide hazards, and no impact would occur.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM GEO-1: **Implement Geotechnical Design Recommendations.** Prior to issuance of grading permits, the applicant shall incorporate all design specifications and recommendations contained within the geotechnical investigation report into relevant project plans and specifications. These specifications pertain to but are not limited to expansive soils, building foundations, foundation drainage, and backfill of excavations. The project site

plans shall be submitted to the City and reviewed as part of the building permit review process.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact GEO-2 Result in substantial soil erosion or the loss of topsoil?

Impact Analysis
Construction activities associated with the proposed project include site clearing, grading, and construction of the hotel building on the 2.09-acre site. The estimated amount of earth movement during project construction would be 2,400 cubic yards, which would be balanced onsite. The proposed project is not expected to export soil offsite or import soil onsite during construction. These activities could expose unprotected soils to stormwater runoff, causing erosion and loss of topsoil. Projects that disturb 1 acre or more of soils during construction are required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting program and implement a Stormwater Pollution Prevention Plan (SWPPP) that identifies BMPs to control the discharge of sediment and other pollutants during construction. As described in Section 3.10, Hydrology and Water Quality, the proposed project would implement a SWPPP and associated BMPs as part of Mitigation Measure HYD-1 to reduce erosion impacts. Therefore, soil erosion impacts associated with construction impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact Analysis
During the geotechnical investigation, two soil borings were taken at the project site, which encountered generally dense, dry to damp, brown to red to light brown clay with sand at approximately 5 feet below ground surface (bgs); followed by dry to damp, hard, light brown clay at approximately 25 feet bgs. Groundwater was not encountered at the project (Appendix D). The project site and surrounding area are relatively flat and not located in an area subject to seismically induced landslide hazards. Additionally, according to the geotechnical investigation report prepared for the proposed project and to the state Map for Earthquakes, the project site is not located within a liquefaction hazard zone (Appendix D). The proposed project would be required to comply with the latest edition of the California Building Code and implement the recommendations identified in the site-specific geotechnical investigation report.

Specifically, the recommendations identified in the geotechnical investigation report pertaining to the type of fill materials, foundation design, and general construction activities would be implemented into the proposed project as part of Mitigation Measure GEO-1 to reduce project impacts related to unstable soils to less-than-significant.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure GEO-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

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

Impact Analysis
The project site is mostly comprised of low to medium plasticity clay, and therefore, expansive soils are potentially present on the project site (Appendix D). The proposed project would be required to comply with the latest edition of the California Building Code and implement the recommendations identified in the geotechnical investigation report. The geotechnical investigation report recommends that the presence of expansive soils be confirmed during the foundation excavation. Additionally, the geotechnical investigation report includes recommendations pertaining to the type of fill materials, foundation design, and general construction activities for the project. The proposed project would be required to implement Mitigation Measure GEO-1 and incorporate the recommendations identified in the geotechnical investigation report. As such, compliance with the requirements of the California Building Code and implementation of Mitigation Measure GEO-1 would reduce impacts related to expansive soils to a less than significant level.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure GEO-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact Analysis
The proposed project would connect directly to the City's municipal sewer system and would not require the construction of septic tanks or any other alternative wastewater disposal system. Therefore, no impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis
The UCMP database search did not identify any paleontological resources within the project site (UCMP 2021). The City is underlain by alluvium, which consists mainly of unconsolidated gravel, sand, silt, and clay deposits. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the General Plan does not note the existence of any unique geologic features within the City. Consequently, implementation of the proposed project would not be anticipated to have the potential to result in direct or indirect destruction of unique geologic features. No impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

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3.8 GREENHOUSE GASES

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

The issue of combating climate change and reducing GHG emissions has been the subject of State legislation (AB 32 and Senate Bill [SB] 375). The Governor's Office of Planning and Research has adopted changes to CEQA Guidelines and the environmental checklist, which is used for Initial Studies such as this one. The changes to the checklist, which were approved in 2010, are incorporated above in the two questions related to a project's GHG impact.

Greenhouse Gases

GHG and climate change are cumulative global issues. The CARB and CalEPA regulate GHG emissions within the State of California and the U.S., respectively. While the CARB has the primary regulatory responsibility within California for GHG emissions, local agencies can also adopt policies for GHG emission reduction.

Many chemical compounds in the Earth's atmosphere act as GHGs as they absorb and emit radiation within the thermal infrared range. When radiation from the sun reaches the Earth's surface, some of it is reflected into the atmosphere as infrared radiation (heat). GHGs absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy from the sun to the Earth's surface should be approximately equal to the amount of energy radiated back into space, leaving the temperature of the Earth's surface roughly constant. Many gases exhibit these "greenhouse" properties. Some of them occur in nature (water vapor, carbon dioxide [CO_2], methane [CH_4], and nitrous oxide [N_2O]), while others are exclusively human made (like gases used for aerosols).

The principal climate change gases resulting from human activity that enter and accumulate in the atmosphere are listed below.

Carbon Dioxide

CO_2 enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and chemical reactions (e.g., the manufacture of cement). CO_2 is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

Methane

CH_4 is emitted during the production and transport of coal, natural gas, and oil. CH_4 emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills.

Nitrous Oxides

N_2O oxides are emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated Gases

Hydrofluorocarbons, perfluorinated chemicals, and sulfur hexafluoride are synthetic, powerful climate-change gases that are emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent climate-change gases, they are sometimes referred to as high global warming potential gases.

Emissions Inventories and Trends

According to the CARB's recent GHG inventory for the state, released 2019, California produced 424 million metric tons of CO_2e ($MMTCO_2e$) in 2017 (CARB 2019). The major source of GHGs in California is transportation, contributing approximately 40.1 percent of the state's total GHG emissions in 2017.

California uses the annual statewide GHG emission inventory to track progress toward meeting statewide GHG targets. In 2018, emissions from routine GHG emitting activities statewide were 425 $MMTCO_2e$, 0.8 MMTCO2e higher than 2017 levels. This puts total emissions at 6 $MMTCO_2e$ below the 2020 target of 431 million metric tons (CARB 2020). California statewide GHG emissions dropped below the 2020 GHG limit in 2016 and have remained below the 2020 GHG limit since then.

Potential Environmental Impacts

For California, climate change in the form of warming has the potential to incur and exacerbate environmental impacts, including but not limited to changes to precipitation and runoff patterns, increased agricultural demand for water, inundation of low-lying coastal areas by sea-level rise, and increased incidents and severity of wildfire events (Moser et al. 2009). Cooling of the climate may have the opposite effects. Although certain environmental effects are widely accepted to be a potential hazard to certain locations, such as rising sea level for low-lying coastal areas, it is currently infeasible to predict all environmental effects of climate change on any one location.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial and manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Regulatory Requirements

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this legislation establishes a broad framework for the state's long-term GHG reduction and climate change adaptation program. The governor has also issued several executive orders (EOs) related to the state's evolving climate change policy. Of particular importance are AB 32 and SB 32, which outline the state's GHG reduction goals of achieving 1990 emissions levels by 2020 and a 40 percent reduction below 1990 emissions levels by 2030.

In the absence of federal regulations, control of GHGs is generally regulated at the state level and is typically approached by setting emission reduction targets for existing sources of GHGs, setting policies to promote renewable energy and increase energy efficiency, and developing statewide action plans. The following are relevant General Plan goals and policies from the City of Pittsburg General Plan that would have co-benefits related to GHGs (City of Pittsburg 2001):

- **Goal 9-G-11**. 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.
- **Policy 9-P-29.** Cooperate with the BAAQMD to achieve emissions reductions for ozone and its precursor, PM_{10}.

The City's plans include city-wide goals and strategies, but not a project-specific threshold for determining the significance of GHG emissions.

3.8.2 Methodology

Construction and operational emissions were estimated using CalEEMod version 2016.3.2. The model output and detailed assumptions are provided in Appendix A.

Thresholds

BAAQMD provides multiple options for project-level GHG thresholds in its 2017 CEQA Guidelines. BAAQMD does not presently provide a construction-related GHG generation threshold but recommends that construction-generated GHGs be quantified and disclosed. BAAQMD also recommends that lead agencies (in this case, the City of Pittsburg) make a determination on the level of significance of construction-generated GHG emissions in relation to meeting AB 32 GHG reduction goals. The lead

agency is also encouraged to incorporate BMPs to reduce GHG emissions during project construction, as feasible and applicable.

The proposed project is located within the BAAQMD; therefore, the BAAQMD thresholds are the most appropriate to use for the project. The thresholds suggested by BAAQMD for project-level operational GHG generation are as follows:

- Compliance with a qualified Greenhouse Gas Reduction Strategy, or
- 1,100 metric tons (MT) of CO_2e ($MTCO_2e$) per year, or
- 4.6 $MTCO_2e$ per service population (employees plus residents) per year.

BAAQMD's CEQA Guidelines state that if annual emissions of GHG exceed the thresholds, the project would result in a cumulatively considerable significant impact to global climate change. Therefore, if the project is less than any one of the thresholds identified above, then the project would result in a less than significant cumulative impact to global climate change.

It should be noted that the BAAQMD's thresholds of significance were established based on meeting the 2020 GHG targets presented in the AB 32 Scoping Plan. Although BAAQMD does not have an adopted threshold for 2030, BAAQMD is currently recommending evaluation of GHG significance based on 2030 GHG targets established in SB 32. For developments that would occur beyond 2020, the quantitative thresholds can be adjusted to determine a "substantial progress" threshold based on the SB 32 2030 GHG reduction goals.

The BAAQMD has determined that projects with operational emissions equal to or less than 1,100 $MTCO_2e$/year or 4.6 $MTCO_2e$/service population/year would comply with the emission reductions target of 1990 levels by 2020 set forth by AB 32. SB 32 requires that by 2030, statewide emissions be reduced by 40 percent beyond the 2020 reduction target set by AB 32; therefore, in the absence of specific guidance from BAAQMD or the CARB, the City assumes that in order to meet the reduction targets of SB 32, a proposed project would be required to reduce emissions by an additional 40 percent beyond the emissions reductions currently required by BAAQMD for compliance with AB 32.

Assuming a 40 percent reduction from current BAAQMD targets would be in compliance with SB 32, a proposed project would be in compliance with SB 32 if the project's emissions did not exceed the following thresholds:

- 660 $MTCO_2e$ per year, or
- 2.76 $MTCO_2e$ per service population (employees plus residents).

3.8.3 Environmental Impact Analysis

This section discusses potential GHG impacts associated with the proposed project and provides mitigation measures where necessary.

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

The proposed project may contribute to climate change impacts through its contribution of GHGs. The proposed project would generate a variety of GHGs during construction, including several defined by AB 32, such as CO_2, CH_4, and N_2O from the exhaust of equipment, construction hauling trips, and worker commuter trips.

Constructions Emission Inventory

Construction emissions would be generated from the exhaust of equipment and the exhaust of construction equipment and material delivery trips and worker commuter trips. Detailed construction assumptions are provided in Appendix A. The BAAQMD does not presently provide a construction-related GHG generation threshold but recommends that construction-generated GHGs be quantified and disclosed. $MTCO_2e$ emissions during construction of the proposed project are presented in Table 3.8-1.

Table 3.8-1: Construction Greenhouse Gas Emissions

Construction (2021-2022)	$MTCO_2e$
Project Construction (2021)	282
Project Construction (2022)	99
Total Construction $MTCO_2e$	**381**
Emissions Amortized Over 30 Years[1]	**13**

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalent
[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.
Source: CalEEMod Output (Appendix A).

During the construction of the proposed project, approximately 381 $MTCO_2e$ would be emitted. Neither the City of Pittsburg nor the BAAQMD have adopted threshold of significance for construction-related GHG emissions. Because impacts from construction activities occur over a relatively short-term period, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, a standard practice is to amortize construction emissions over the anticipated lifetime of a project, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. In the absence of a construction emission threshold and to evaluate construction-related GHG emissions, the total emissions generated during construction were amortized based on the life of the development (30 years) and added to the operational emissions to determine the total emissions from the project. Total project emissions are provided below.

Operational Emission Inventory

Operational or long-term emissions occur over the life of the project. The operational emissions for the proposed project are shown in Table 3.8-2. Sources for operational emissions include the following:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses include heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by offsite power plants to supply electricity required for the proposed project.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project. These include waste removed from car interiors during the cleaning process; waste generated in the restrooms; and waste generated from the operations of the facility.

The CalEEMod default assumptions were used for each of these sources of emissions except where applicant usage estimates exceeded the CalEEMod default value. Detailed modeling results and more information regarding assumptions used to estimate emissions are provided in Appendix A. The operational emissions are shown in Table 3.8-2.

Table 3.8-2: Operational Greenhouse Gas Emissions at Project Buildout

Source Category	$MTCO_2e$
Area	<1
Energy Consumption	193
Mobile	384
Solid Waste Generation	35
Water Usage	15
Amortized Construction Emissions[1]	13
Total	***639***
Applicable Operational Threshold ($MTCO_2e$/year) [2]	**1,012**
Significant Impact?	**No**

Notes:

$MTCO_2e$ = metric tons of carbon dioxide equivalent

BAAQMD = Bay Area Air Quality Management District

[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.

[2] Value was calculated using the standard equation for linear interpolation between the data points for 2020 and 2030. An appropriate value was determined for the year 2022 based on interpolation of known data. Specifically, the known data points assumed were the threshold of 1,100 $MTCO_2e$/year in the 2020 operational year and the adjusted threshold of 660 in the 2030 operational year.

Source: CalEEMod Output (Appendix A).

During operation of the proposed project, approximately 626 $MTCO_2e$ would be emitted during the first year. As shown in Table 3-8.2, the project is estimated to result in 639 $MTCO_2e$ per year in the earliest

operational year, after including amortizing construction emissions. Estimated operational emissions would not exceed the applicable significance threshold; therefore, impacts would be less than significant.

Post-2020 Emissions Impact

Given the recent legislative attention and case law regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through 2050 to stabilize CO_2 concentrations, the Association of Environmental Professionals' (AEP) Climate Change Committee (2015) recommended in its Beyond 2020: The Challenges of Greenhouse Gas Reduction Planning by Local Governments in California (AEP 2015) white paper that CEQA analyses for most land use development projects can continue to rely on current thresholds for the immediate future, but that long-term projects should consider, "post-2020 emissions consistent with 'substantial progress' along a post-2020 reduction trajectory toward meeting the 2050 target." The Beyond 2020 white paper further recommends that the "significance determination… should be based on consistency with 'substantial progress' along a post-2020 trajectory."

The BAAQMD has developed a bright-line threshold of 1,100 $MTCO_2e$ for determining whether projects would generate significant GHG emissions. While it is understood that this threshold was developed for projects operational prior to 2020, the BAAQMD has not yet updated their GHG significance thresholds past this date. The total GHG emissions generated by the proposed project would be 639 $MTCO_2e$ per year (see Table 3.8-2 above) and would not exceed the BAAQMD AB 32 threshold of 1,100 $MTCO_2e$/year. Many California air quality management districts are currently updating their GHG thresholds to meet GHG reduction goals pursuant to 2050 targets; therefore, in the absence of Beyond 2020 thresholds, consistency with 'substantial progress' along a post-2020 trajectory was used as a significance determination for the proposed project. The bright-line threshold of significance (1,100 $MTCO_2e$/year) was adjusted to a substantial progress threshold that was calculated based on the GHG reduction goals of SB 32/EO B-30-15. An adjusted bright-line threshold of 660 $MTCO_2e$/year in the 2030 operational year is estimated to be needed to meet the 2030 target based (Table 3.8-3). The estimated total net annual GHG emissions generated by the proposed project in the year 2030 were compared with the applicable threshold of 660 $MTCO_2e$/service population/year.

Table 3.8-3: Operational Greenhouse Gas Emissions in the 2030 Operational Year

Source Category	$MTCO_2e$
Area	<1
Energy Consumption	189
Mobile	306
Solid Waste Generation	35
Water Usage	14
Amortized Construction Emissions[1]	13
Total	***557***
Applicable Operational Threshold ($MTCO_2e$ /year)[2]	**660**
Significant Impact?	**No**

Notes:

$MTCO_2e$ = metric tons of carbon dioxide equivalent

BAAQMD = Bay Area Air Quality Management District

GHG = Greenhouse Gas

[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.

[2] The applicable threshold was adjusted to reflect post-2020 GHG emissions reduction targets. This was accomplished by reducing the current threshold by 40 percent to account for 2017 Scoping Plan Update 40 percent reduction goal by 2030.

Source: CalEEMod Output (Appendix A).

Due to being below the significance threshold adjusted to reflect post-2020 GHG emissions reduction targets, the proposed project would be assumed to meet or fall below trajectory, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis
The City of Pittsburg is currently in the process of developing a Climate Action Plan (CAP), which will help develop solutions and outline City programs to reduce the City's carbon footprint. The City currently has a Climate Action Page that documents their efforts in promoting climate action. The categories of climate action identified include energy efficiency, renewable energy, transport alternatives, fuel efficiency, resource conservation, and adaption strategies (City of Pittsburg 2018). Although implementation of the proposed actions outlined in the CAP would reduce the community's reliance on carbon-based energy sources, the plan has no mandatory provisions that would apply to the proposed project.

The State of California has adopted regulations that apply to the proposed project that would help the City achieve its reduction goal. The proposed project would be subject to Title 24 energy efficiency standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The proposed project would comply with the California Green Building Standards Code, which includes requirements to increase recycling, reduce waste, reduce water use, increase bicycle use, and other measures that would reduce GHG emissions. Motor vehicle emissions associated with the proposed project would be reduced through compliance with State regulations on fuel efficiency and fuel carbon content. The regulations include the Pavley fuel efficiency standards that require manufacturers to meet increasing stringent fuel mileage rates for vehicles sold in California and the Low Carbon Fuel Standard that requires reductions in the average carbon content of motor vehicle fuels. Emissions related to electricity consumption by the proposed project would be reduced as the electric utility complies with the Renewables Portfolio Standard, which requires utilities to increase its mix of renewable energy sources to 50 percent by 2030. In 2018, SB 100 was signed into

law, which again increases the Renewables Portfolio Standard to 60 percent by 2030 and requires all the state's electricity to come from carbon-free resources by 2045 (California Public Utilities Commission 2021). The proposed project would not conflict with the City's CAP or regulations adopted by the State of California to reduce GHG emissions; therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to *Government Code Section 65962.5* and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) 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?	☐	☐	☒	☐

3.9.1 Environmental Setting

Hazardous materials, as defined by the CCR, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed of, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- **Toxic:** Causes human health effects

- **Ignitable:** Has the ability to burn
- **Corrosive:** Causes severe burns or damage to materials
- **Reactive:** Causes explosions or generates toxic gases

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust.

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile, maintain, and update specified lists of hazardous material release sites. The required lists of hazardous material release sites are commonly referred to as the "Cortese List," which are contained on internet websites, including the online EnviroStor database from the Department of Toxic Substances Control (DTSC) and the online GeoTracker database from the State Water Resources Control Board (SWRCB). These two databases include hazardous material release sites along with other categories of sites or facilities specific to each agency's jurisdiction. At the time of this document, the proposed project site is not listed on these databases (SWRCB 2021, DTSC 2021).

The closest public airport is the Buchanan Field Airport, approximately 10 miles west of the project site. Travis Airforce Base is located approximately 16 miles north of the project site. The closest private airport is the helipad at the Kaiser Permanente Antioch Medical Center located approximately 6.5 miles southeast from the project site. According to the California Department of Forestry and Fire Protection (CALFIRE), the City is not located in a local or state fire hazard severity zone (CALFIRE 2020).

The closest school to the project site is Martin Luther King, Jr. Junior High School, which lies approximately 0.20 mile north and across SR 4 from the project site.

3.9.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, and online regulatory compliance databases.

3.9.3 Environmental Impact Analysis

This section discusses potential impacts related to hazards and hazardous materials associated with the proposed project and provides mitigation measures where necessary.

Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis

The proposed project would involve the development of a four-story hotel with 115 guest rooms and other onsite guest amenity areas such as an outdoor swimming pool, fitness room, guest laundry room, and dining/community gathering room. During the construction phase, limited amounts of hazardous materials

would be used, including standard construction materials such as concrete, paints, solvents, and heavy construction equipment that would contain diesel fuels and oils. The project contractor would be required to comply with all applicable federal, state, and local laws related to the transport, use, or disposal of hazardous materials, as overseen by the CalEPA and DTSC. Hazardous materials used during operation of the proposed hotel would be similar to those commonly found in residential and office uses such as cleaning products, paints, oils, and pesticides for landscaping maintenance activities. These common household hazardous materials would be used in limited quantities and would not create a substantial hazard to the public or the environment. Therefore, impacts related to the routine transport, use, and disposal of hazardous materials during project construction and operation would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact HAZ-2 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?

Impact Analysis
The proposed project involves the development of a four-story hotel. The project site is vacant, and therefore, the proposed project would not include any activities associated with the demolition of structures prior to the 1980s, which would pose a hazard regarding asbestos-containing materials or lead-based paints. As discussed in Impact HAZ-1, project construction and operation activities would involve limited use of common hazardous materials, including paints, solvents, fuels, oils, cleaners, and pesticides. The use of these substances is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident. The proposed project would be required to comply with applicable federal, state, and local laws pertaining to the safe handling, storage, and transport of hazardous materials. In addition, during construction activities, the applicant would be required to implement a SWPPP to prevent contaminated runoff from leaving the project site. The implementation of the SWPPP would be incorporated into the proposed project as Mitigation Measure HYD-1. Therefore, impacts related to the release of hazardous materials into the environment would be less than significant with the implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Impact Analysis
Martin Luther King, Jr. Junior High School is located approximately 0.20 mile north of the proposed project site. The proposed project, however, does not involve the development of a use that would emit hazardous materials, substances, or waste during operation. The use of heavy equipment and activities involving hazardous materials would be limited to the construction phase and confined to construction areas and within existing roadways. Additionally, the project site is located across SR 4 from Martin Luther King, Jr. Junior High School. The use of hazardous materials would also be regulated by health and safety requirements under federal, state, and local laws, including handling, storage, and disposal of the materials, as well as emergency spill response. As such, the proposed project would have a less than significant impact related to the emission or handling of hazardous materials near a school.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis
The project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (DTSC 2021). The proposed project would not create a significant hazard to the public or the environment, and no impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Impact Analysis
The project site is not located within 2 miles of a public airport or public use airport. The nearest airport is the Buchanan Field Airport, approximately 10 miles west of the project site. Travis Airforce Base is approximately 16 miles north of the project site and the project site is not located within the Travis Air Force Base Land Use Compatibility Plan (Solano County 2015). The closest private airport is the helipad at the Kaiser Permanente Antioch Medical Center located approximately 6.5 miles southeast from the project site. As such, the proposed project would not result in a safety hazard for people residing or working in the project site, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis
The proposed project would not involve permanent modification of existing roadways. Construction equipment and materials would be stored within the project site. Construction activities are anticipated to be confined to the project site, and no road closures or detours are anticipated. Therefore, project construction and operation activities would not interfere with an emergency evacuation or response plan, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact HAZ-7 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?

Impact Analysis

The project site is in an urbanized developed area with industrial, commercial, and residential uses. High hazard areas are just south of the City and include outlying residential parcels and open lands adjacent to residential areas. Based on review of Fire Hazard Severity Zone maps developed by CALFIRE, the project site is not within or near a state responsibility area and does not contain lands classified as very high fire hazard severity zones (CALFIRE 2020). The proposed project would be required to comply with the safety development standards of the General Plan, which require conformance with the Building Code and all applicable federal and state regulations (City of Pittsburg 2001). Additionally, all work related to improvements and project grading would be subject to the Municipal Code, including the Building Code and Fire Code. As such, the proposed project is not expected to be exposed to risks associated with wildland fires, and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

3.10 HYDROLOGY AND WATER QUALITY

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

3.10.1 Environmental Setting

Climate and Precipitation

The project site is within a Mediterranean climate characterized by hot, dry summers and moderate winters, with average annual temperatures ranging from 46 to 75°F. Precipitation in the study area occurs as rain. Average annual rainfall is 11.2 inches and occurs primarily from October through April.

Watershed and Regional Drainage

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. The project site is located in the Suisun Bay watershed (USGS 2020). More specifically, it lies within the Kirker Creek-Frontal Suisun Bay Estuaries (California Water Indicators Portal 2020). In general, the creeks flow from the hills south of Pittsburg to the north and ultimately drain into the Suisun Bay, located north of the project site. The existing drainage system in Pittsburg is comprised primarily of channelized creeks fed by groundwater, surface runoff, and underground storm drains. Kirker Creek is located about 0.25 mile northwest of the project site. Because the proposed project would disturb 1 acre or more of soils during construction, the project would be required to comply with the NPDES permitting program and implement a SWPPP that identifies BMPs to control the discharge of sediment and other pollutants during construction.

Groundwater

The City primarily overlies the Pittsburg Plain Groundwater Basin (Basin), which is located along the southern shore of Suisun Bay. The Basin is bounded by Suisun Bay to the north, the Tracy Subbasin to the east, and the Clayton Valley Groundwater Basin to the west, and includes the overlying City of Pittsburg and Bay Point census-defined place.

The Basin consists of mild sloping alluvial plains ranging from sea level to 100 feet amsl. The primary water-bearing units of the Basin are alluvium deposits ranging from Pleistocene to Recent in age. Characterization of the Basin hydrogeologic setting is limited to the area around the City. Aquifer units beneath the City consist of north-dipping sand and gravel material under confined to semi-confined conditions. To the south, a deeper zone, where most of the Basin groundwater production occurs, is close to the ground surface and appears to interbed with the sandy clay surface layer. Recharge to the deeper zone is interpreted to occur in the hills along the southern portion of the Basin where the primary aquifer units outcrop at the land surface. Groundwater flow appears to be generally to the north-northeast toward the Suisun Bay, which defines the northern border of the Basin (City of Pittsburg 2012).

Water Quality

Water quality refers to the chemical, biological, and physical characteristics of water. The water quality within a watershed is influenced by surrounding land uses, geographic features, rainfall intensity, vehicle traffic, and percentage of impervious surfaces. During the seasonal dry period between May to September, pollutants such as vehicle exhaust, oil and gasoline spills, and atmospheric fallout accumulate within the watershed. During the seasonal wet period between October to April, precipitation

can displace these pollutants into stormwater runoff and increase pollutant concentrations at the beginning of the season.

Water quality within the Basin is highly variable with average total dissolved solids concentrations between 600 and 1,200 milligrams per liter (mg/L). Average chloride concentrations in the deeper zone are between about 115 and 250 mg/L and average nitrate concentrations are between 1 and 3 mg/L. Manganese levels encountered in the City's production wells exceed the state secondary Maximum Constituent Level of 0.050 mg/L. Groundwater pumped from the City's wells is blended with surface water from the Contra Costa Canal and then treated at the City's Water Treatment Plant (WTP). Water delivered to customers meets all requirements set by the California Department of Public Health (City of Pittsburg 2012).

Flooding

Flood hazard zones are identified on official Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA). The project site is designated as Zone X. Zone X is defined as areas outside of the 100-year and 500-year floodplain zone that also have a 0.2-percent probability of flooding in a given year (FEMA 2021). According to the FEMA maps, the area north and west of the project site near Kirker Creek is mapped as Zone A, which is considered to be within a 100-year floodplain.

Seiches, Dam Inundation, and Tsunamis

Seiches are standing waves oscillating in a landlocked body of water, typically caused by strong winds or seismic ground shaking. Tsunamis are tidal waves created by undersea fault movement. These waves are fast moving, create large swells of water, and upon reaching the coast can sweep inland with a large amount of force. According to the General Plan, portions of the City located adjacent to Suisun Bay are susceptible to potential tsunami or seiche inundation. However, projected wave height and tsunami run-up is expected to be small in the interior portions of the San Francisco Bay. Some coastal inundation and damage could occur if a tsunami or seiche coincided with very high tides or an extreme storm (City of Pittsburg 2001).

A dam can pose a potential risk of failure particularly during seismic events or ground shaking, which can threaten the area below the dam with inundation. The City is not in the line of any flooding from dam or reservoir inundation (City of Pittsburg 2017).

3.10.2 Methodology

The evaluation of potential hydrologic and water quality impacts was based on a review of the General Plan. Mapping tools provided by FEMA were also reviewed. The information obtained from these sources are summarized to establish existing conditions and to identify potential environmental effects. In determining the level of significance, the analysis assumes that the proposed project would comply with relevant federal, state, and local ordinances and regulations.

3.10.3 Environmental Impact Analysis

This section discusses potential impacts related to hydrology and water quality associated with the proposed project and provides mitigation measures where necessary.

Impact HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact Analysis

Construction activities would include site clearing, grading, utility connections, building construction, frontage improvements (e.g., sidewalk and driveway construction), and landscaping onsite. Construction activities would involve grading of the entire project site and the permanent disturbance of the 2-acre site. These activities have the potential to generate stormwater runoff and to discharge pollutants, such as fuel, solvents, oil, paints, and trash, into the City's storm drain system. The proposed project would comply with the NPDES General Construction Permit. The NPDES General Construction Permit includes the preparation of a SWPPP and incorporation of BMPs to control sedimentation, erosion, and hazardous materials from contacting stormwater, with the intent of keeping all products of erosion from moving offsite into receiving waters. The SWPPP and applicable BMPs have been incorporated into Mitigation Measure HYD-1 to reduce potential water quality impacts to a less than significant level. The proposed project would comply with the provisions of Chapter 15.88 of the Municipal Code, Grading, Erosion, and Sediment Control and Chapter 13.28, Stormwater Management and Discharge Control. The Municipal Code Chapter 13.28.090 implements the requirements of the individual NPDES permit, under the regulatory authority of the San Francisco Bay RWQCB, to reduce pollutants in stormwater discharges.

The proposed project would change the vacant project site to a hotel land use. The proposed project would create 69,400 square feet of impervious surface at the project site. This increase in impervious surface at the project site would alter the type and level of pollutants in stormwater runoff from the project site. Stormwater runoff from building rooftops, parking lot areas, sidewalks, access roads, and landscaped areas would potentially contain oils, grease, fuels, byproducts of combustion, pesticides, fertilizers, and herbicides.

To control stormwater runoff, the proposed project would include the installation of a storm drain that would eventually connect to the existing storm drain along Loveridge Road. The proposed project would also include approximately 27,500 square feet of pervious surface, consisting of landscaping and a bioretention basin, along the project site boundary. Stormwater facilities would be designed to mitigate stormwater flow to pre-project levels. Stormwater generated at the project site would be directed and treated in the landscaped areas and the bioretention basin. As such, the proposed project would comply with Chapter 13.28.090 of the Municipal Code and would incorporate BMPs to prevent, control, and reduce the volume of pollutants in stormwater runoff. The proposed drainage system improvements would be designed and constructed in accordance with the City's Standard Specifications and General Plan. As such, operation of the proposed project would have a less than significant impact related to water quality degradation.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM HYD-1: **Prepare and Implement a SWPPP.** Prior to the issuance of any construction-related permits, the applicant shall prepare and submit a Notice of Intent to the SWRCB and prepare a SWPPP in compliance with the NPDES General Construction Permit. The SWPPP shall include a detailed, site-specific listing of the potential sources of stormwater pollution; pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills); description of the type and location of erosion and sediment control BMPs to be implemented at the project site; and a BMP monitoring and maintenance schedule to determine the amount of pollutants leaving the project site. A copy of the SWPPP must be current and remain onsite. Water quality BMPs identified in the SWPPP could include but are not limited to the following:

- Surface water runoff shall be controlled by directing flowing water away from critical areas and by reducing runoff velocity. Diversion structures, such as terraces, dikes, and ditches, shall collect and direct runoff water around vulnerable areas to prepared drainage outlets.
- Surface roughening, berms, check dams, hay bales, or similar devices shall be used to reduce runoff velocity and erosion.
- Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out. Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater.
- Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events.
- Fuel and vehicle maintenance areas shall be established away from all drainage courses, and these areas shall be designed to control runoff.
- Temporary erosion control measures, such as silt fences, staked straw bales, and temporary revegetation, shall be employed for disturbed areas. No disturbed surfaces would be left without erosion control measures in place during the winter and spring months.
- A spill prevention and countermeasure plan shall be developed to identify proper storage, collection, and disposal measures for potential pollutants (such as fuel,

fertilizers, pesticides, etc.) used onsite. The plan would also require the proper storage, handling, use, and disposal of petroleum products.

- Construction activities shall be scheduled to reduce land disturbance during peak runoff periods and to the immediate area required for construction. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing vegetation would be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis
Pittsburg obtains raw water from the Contra Costa Water District (CCWD), through the Central Valley Project (CVP). The primary source of water for residents of the CCWD is the Sacramento-San Joaquin Delta. CCWD has a contract with the U.S. Bureau of Reclamation (USBR) for 195,000 acre-feet (AF) per year (AFY) of CVP water. The City also supplements its CCWD water supply with two wells that extract groundwater from the Pittsburg Plain Groundwater Basin.

As part of the geotechnical investigation, two soil borings were taken at the project site. At approximately 0-5 feet below ground, the soil borings encountered generally dry to damp, light brown clayey sand with gravel and damp, brown to red lean clay with sand, which was followed by dry to damp brown lean clay and hard, damp, brown to red lean clay with sand with sand at approximately 5-15 feet below ground. Groundwater was not encountered at the project site to the depth of 25 feet below ground (Appendix D). Therefore, no dewatering or excavation activities would be required as part of the proposed project that would affect existing groundwater or decrease groundwater supplies.

The proposed project would create 69,400 square feet of impervious surface at the project site, which would potentially impact groundwater because areas currently available for the infiltration of rainfall would be reduced. The proposed project would incorporate 27,500 square feet of pervious surface at the project site consisting of landscape planters and a bioretention basin along the project boundaries, which exceeds the Municipal Code requirements. In addition, the drainage system improvements would be designed and constructed in accordance with the City's Standard Specifications and General Plan. Therefore, the proposed project would not substantially interfere with local groundwater recharge. Impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or offsite;

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

iv) Impede or redirect flood flows

Impact Analysis

i) Result in substantial erosion or siltation on- or offsite

Construction of the proposed project would include ground-disturbing work that would involve grading of the entire project site, and the permanent disturbance of the 2.09-acre site. As a result, construction activities could result in erosion-related impacts. The proposed project would implement Mitigation Measure HYD-1, including preparation of a SWPPP in accordance with the NPDES General Construction Permit. The SWPPP would include BMPs, which would be implemented during construction activities to reduce the potential of erosion.

The proposed project would change the existing vacant project site to a hotel land use. As a result, the proposed project would potentially alter the existing drainage pattern from the increase in impervious surface. In addition to the installation of a storm drain, the proposed project would install 27,500 square feet of pervious surface consisting of landscape planters and a bioretention basin. These features would collect impervious surface runoff prior to entering the piped storm drain system and would provide treatment, retention, and/or detention at the project site to reduce the volume of stormwater runoff and erosion impacts. Therefore, with implementation of Mitigation Measure HYD-1, the proposed project would not result in substantial erosion on- or off-site, and impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite

The proposed project would change the existing vacant project site to a hotel land use. As a result, the proposed project would create 69,400 square feet of impervious surface at the project site. The impervious surface at the project site would increase the amount of stormwater runoff from the project site. The proposed project would include post-construction stormwater control BMPs and low-impact

development measures to control stormwater runoff in compliance with the Chapter 15 of the Municipal Code. The City of Pittsburg is also part of the Contra Costa Clean Water Program (Contra Costa Permittees) and is subject to Municipal Regional Stormwater NPDES Permit No. CAS612008. The City is also subject to Chapter 13.28 of the Municipal Code, Stormwater Management and Discharge Control, which is intended to protect and enhance the water quality in the City of Pittsburg's watercourses pursuant to, and consistent with, the Porter-Cologne Water Quality Control Act and the Federal Clean Water Act. Every application for a development project is required to create and implement a stormwater control plan that meets the criteria of the Contra Costa Clean Water Program Stormwater Section C.3 Guidebook. Therefore, the proposed project would install a storm drain and eventually connect to the existing storm drain along Loveridge Road. The proposed project would also include approximately 27,500 square feet of pervious surface consisting of landscaping and a bioretention basin along the project site boundary. Stormwater at the project site would be diverted to the landscaped areas and a bioretention basin, which would control the volume of stormwater at the project site to reduce the potential for flooding. Therefore, the proposed project would not result in on- or offsite flooding, and the impact would be less than significant.

iii) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

As described above, construction activities would have the potential to generate stormwater runoff and to discharge pollutants, such as fuel, solvents, oil, paints, and trash, into the City's storm drain system. In addition, the increase in impervious surface resulting from project implementation would alter the type and level of pollutants in stormwater runoff from the project site. During construction activities, the proposed project would conform to the requirements of the NPDES General Construction Permit, which involves the preparation and implementation of a SWPPP. The SWPPP would specify BMPs to incorporate during construction to prevent, control, and reduce polluted runoff from entering the City's storm drain system and waterways. Implementation of these BMPs would be part of Mitigation Measure HYD-1.

As required by Chapter 13.28 of the Municipal Code, urban stormwater quality management and discharge control requirements would be implemented as part of the proposed project. In addition, stormwater generated at the project site would be directed and treated in the landscaped areas and the bioretention basin prior to entering the piped storm drain system. The proposed storm drainage improvements would be designed and constructed in accordance with the City's Storm Drain Standard Specifications. Therefore, stormwater generated by the proposed project would not exceed the capacity of existing or planned stormwater drainage systems, and impacts would be less than significant with Mitigation Measure HYD-1 incorporated.

iv) Impede or redirect flood flows

The project site is designated as Zone X. Zone X is defined as areas outside of the 100-year and 500-year floodplain zone that have a 0.2-percent probability of flooding in a given year (FEMA 2021). The project is not located within a dam inundation zone; therefore, the proposed project would not impede or redirect flood flows, and there would be no impact.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis
The project site would not be susceptible to seiche, tsunami, or mudflow. Seiches affect locations adjacent to larger water bodies such as lakes or reservoirs; the project site is not located near any such water body. The project site is located more than 40 miles from the Pacific Ocean and 2 miles from Suisun Bay, substantially reducing the potential for impacts from tsunamis. The project site is also located within FEMA Flood Zone X and is not located within a 100-year and 500-year flood zone. As a result, there would be no impact.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

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

Impact Analysis
As a result of AB 3030, the California Water Code (CWC) Section 10750 et seq. provides local agencies with the authority to adopt and implement groundwater management plans. Therefore, on May 7, 2012, and in accordance with the requirements of the CWC, the City Council adopted a resolution of intent to prepare a groundwater management plan. The primary objective of the Pittsburg Plain Groundwater Basin Management Plan is to provide a long-term strategy to maintain the quality, reliability, and sustainability of groundwater resources within the Basin. Groundwater conditions in the Basin are considered favorable at current utilization. Pittsburg obtains raw water from the CCWD, through the CVP. The primary source of water for residents of the CCWD is the Sacramento-San Joaquin Delta. CCWD has a contract with the USBR for 195,000 AFY of CVP water. The City also supplements its CCWD water supply with two wells that extract groundwater from the Pittsburg Plain Groundwater Basin. Therefore, the project would not conflict with or obstruct implementation of the plan.

The proposed project is required to comply with the policies and objectives of the RWQCB's Water Quality Control Plan for the San Francisco Bay Basin. As discussed, the proposed project would be required to implement Mitigation Measure HYD-1 and obtain coverage under the NPDES Construction General Permit requiring preparation of a SWPPP. The SWPPP would be implemented during construction and would incorporate BMPs that meet the requirements of the San Francisco Bay RWQCB's Water Quality Control Plan to reduce potential impacts to water quality. Therefore, the proposed project would not conflict with or obstruct implementation of the Water Quality Control Plan for the San Francisco Bay RWQCB, and impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

3.11 LAND USE AND PLANNING

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

The proposed project is located in southeast Pittsburg near the intersection of SR 4 and Loveridge Road in the Loveridge Planning Subarea. The proposed project site is bound by an industrial facility and SR 4 to the north, Loveridge Road to the east, E Leland Road to the south, and high-density residential apartments and industrial land uses to the west.

The proposed project would be located in the Loveridge Planning Subarea. The proposed project would be located on 2.09-acre vacant lot with a to be determined APN. The project site is designated Business Commercial by the General Plan and is within the City's Industrial Park zoning district. The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. The proposed project is seeking rezone from Industrial Park to Community Commercial. The project site is surrounded by the following land uses:

- **North.** Industrial land uses are located north of the project site, beyond which lies SR 4, which runs east/west.
- **South.** South of the project site is commercial development and high-density residential apartments, followed by E Leland Road.
- **West.** West of the project is high-density residential apartments and industrial land uses, followed by Dias Circle and Piedmont Way.
- **East.** Loveridge Road is directly east of the project, followed by commercial development.

The Loveridge Planning Subarea is described in the General Plan as a majority of large industrial uses and vacant sites adjacent to the Loveridge Road/SR 4 interchange. A variety of land uses line E Leland Road, including a community commercial center, business commercial complex, service commercial node, and several multi-family housing developments.

3.11.2 Methodology

The evaluation of potential land use impacts was based on a review of applicable land use documents, including the General Plan and the Municipal Code. This analysis examined the consistency of the proposed project with applicable General Plan policies.

3.11.3 Environmental Impact Analysis

This section discusses potential impacts related to land use and planning associated with the proposed project and provides mitigation measures where necessary.

Impact LU-1 Physically divide an established community?

Impact Analysis
Development of the proposed project would occur within the Loveridge Planning Subarea. As described, the project site is vacant and is bordered by mostly industrial, commercial, and residential uses and roadways. The proposed project would involve development of a hotel that includes up to 115 guest rooms and other onsite guest amenities, including a fitness room, dining/community gathering area, outdoor pool, guest laundry, and employee office. The proposed project also includes 122 onsite surface parking spaces, approximately 27,500 square feet of landscaping, and installation of utilities. The proposed project would be located on 2.09-acre vacant lot with a to be determined APN. Therefore, the proposed subdivision would not physically alter an established community. In addition, the proposed project would be accommodated by existing roadways, would not require construction of new roadways for access to the project site, and would not preclude access to adjacent developments. The General Plan establishes land use and infrastructure policies regarding future planned development contemplated within the plan area such as the proposed project. The proposed project would be consistent with the surrounding development and with the proposed Community Commercial land use designation. Therefore, the proposed project would not physically divide an established community; no impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact LU-2	**Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Impact Analysis

General Plan and Zoning Consistency

The project site is designated Business Commercial by the General Plan and is within the City's Industrial Park zoning district.

The project site is located in the Loveridge Planning Subarea. The goals for this planning subarea in the General Plan include supporting the development and expansion of regionally oriented commercial activities within this area and maintaining industrial activities in appropriate, designated areas.

The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. Hotels are a consistent use within the Community Commercial land use designation. Community Commercial is described in the General Plan (City of Pittsburg 2001) as follows:

> *Community Commercial. Intended to provide sites for retail shopping areas (primarily in shopping centers) containing a wide variety of businesses, including retail stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services. The Zoning Ordinance may limit certain commercial areas to neighborhood stores or non-automotive establishments.*

The proposed project is seeking rezone from Industrial Park to Community Commercial. Community Commercial is described in the City Zoning Code (City of Pittsburg 2019) as follows:

> *Community Commercial District (CC). To provide for commercial centers and individual structures on sites that are located within reasonable distance of high densities of residences or that are served by local and regional transportation and transit systems. These sites typically host a wide variety of local- and regional-serving commercial establishments, including businesses selling home furnishings, apparel, durable goods, and specialty items. Support facilities such as personal services, entertainment, eating-and-drinking establishments and institutional uses are also allowed, subject to certain limitations to avoid adverse effects on adjacent uses.*

Hotels are an allowed use in Community Commercial zones according to the City Zoning Code with a CUP required overlay district as part of the rezone to allow for increased FAR.

Table 3.11-1 discusses the proposed project's consistency with the City's Zoning development standards for Community Commercial zoning. As shown in the table, the proposed project would meet the required setbacks, height limits, and FAR.

Table 3.11-1: City of Pittsburg Community Commercial Zoning Property Development Regulations Consistency Analysis

Project Features	Proposed Project	Community Commercial Zoning	Consistent
Maximum Height (feet)	52'1"	60'	Yes
Minimum lot area (square feet)	91,040 square feet	5,000 square feet	Yes
Maximum lot coverage	17%	50%	Yes
Maximum FAR	69%	0.5 FAR	Yes (will require overlay district with rezone to allow for increased FAR CUP)
Minimum site landscaping	30%	10%	Yes
Front Setbacks	15	15 feet	Yes
Side setbacks	10	10 feet (if adjacent to an R or residential PD district)	Yes
Rear	10	10 feet (if adjacent to an R or residential PD district)	Yes

Notes:
FAR = floor area ratio
CUP = Conditional Use Permit

No significant impacts would occur to adjacent land uses. The project design would be reviewed during the City's design review process in accordance with Section 18.52.100 of the City Zoning Code to ensure that it is compatible with surrounding development. The proposed project would be consistent with the development standards established by the City Zoning Code.

Therefore, the proposed project would comply with the City Zoning Code and General Plan. As such, the proposed project would not conflict with the General Plan or zoning ordinance and this impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.12 MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 Environmental Setting

Historically, Black Diamond coal deposits are located in the southeastern portions of the City, and past mining records indicate that by 1890, more than 85 percent of the total reserve in the Black Diamond region had been mined (City of Pittsburg 2001). According to the General Plan, there are currently no significant mineral deposits or active mining operations in the City. The hills south of the City limits may contain mineral deposits, though their significance is not known (City of Pittsburg 2001). The proposed project is not located in an area that is known to contain mineral resources.

3.12.2 Methodology

The following analysis is based on a review of the General Plan and the California DOC Division of Mine Reclamation mineral lands classification maps (DOC 2020).

3.12.3 Environmental Impact Analysis

This section discusses potential impacts on mineral resources associated with the proposed project and provides mitigation measures where necessary.

Impact MIN-1 Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Impact Analysis

The project site is currently vacant and within an urbanized area. Based on review of the DOC Mineral Lands Classification map of Aggregate Resources, the project site is not identified within an area containing mineral deposits (DOC 2020). No mineral extraction activities exist on or the near the site, and mineral extraction is not included as part of the proposed project. The project site is within the City's Industrial Park zoning district. The proposed project is seeking rezone from Industrial Park to Community Commercial. Hotels are an allowed use in Community Commercial zones according to the City Zoning Code with a CUP required overlay district as part of the rezone to allow for increased FAR. Neither zoning

designation allows mineral extraction uses. The proposed project would not result in the loss of availability of a known mineral resource, and no impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact MIN-2	**Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

Impact Analysis
The project site is not identified in the General Plan or by the DOC Division of Mine Reclamation as containing valuable mineral resources. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

3.13 NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.13.1 Environmental Setting

Noise Fundamentals and Terminology

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an existing sound level.

Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. Table 3.13-1 summarizes typical A-weighted sound levels for different common noise sources.

Table 3.13-1: Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	-110-	Rock band
Jet flyover at 1,000 Feet		
	-100-	
Gas lawnmower at 3 Feet		
	-90-	
Diesel truck at 50 Feet at 50 MPH		Food blender at 3 Feet
Noisy urban area, daytime	-80-	Garbage Disposal at 3 Feet
Gas lawnmower, 100 Feet		
Commercial area	-70-	Vacuum Cleaner at 10 Feet
Heavy traffic at 300 Feet		Normal Speech at 3 Feet
	-60-	
Quiet urban daytime		Large business office
	-50-	Dishwasher in next room
Quiet urban nighttime		
Quiet suburban nighttime	-40-	Theater, large conference room (Background)
Quiet rural nighttime	-30-	
		Library
	-20-	Bedroom at night, concert hall (Background)
	-10-	
		Broadcast/recording studio
	-0-	

Source: Caltrans 2013

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (Leq), the minimum and maximum sound levels (Lmin and Lmax), percentile-exceeded sound levels (such as L10, L20), the day-night sound level (Ldn), and the community noise equivalent level (CNEL). Ldn and CNEL values often differ by less than 1 dB. As a matter of practice, Ldn and CNEL values are considered to be equivalent and are treated as such in this assessment. Table 3.13-2 defines sound measurements and other terminology used in this report.

Table 3.13-2: Definition of Sound Measurements

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dB(A))	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.

Sound Measurements	Definition
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded xx % of a specific time period. L10 is the sound level exceeded 10% of the time. L90 is the sound level exceeded 90% of the time. L90 is often considered to be representative of the background noise level in a given area.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/second.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

Source: Federal Highway Administration Construction Noise Handbook 2006

With respect to how humans perceive and react to changes in noise levels, a 1 dB(A) increase is imperceptible, a 3 dB(A) increase is barely perceptible, a 5 dB(A) increase is clearly noticeable, and a 10 dB(A) increase is subjectively perceived as approximately twice as loud. These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dB(A), as this is the usual range of voice and interior noise levels. Numbers of agencies and municipalities have developed or adopted noise level standards, consistent with these and other similar studies to help prevent annoyance and to protect against the degradation of the existing noise environment.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of 6 dB per doubling of distance. For a line source such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance. Atmospheric conditions including wind, temperature gradients, and humidity can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface, such as grass, attenuates at a slightly greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1-2 dB per doubling of distance. Barriers, such as buildings and topography that block the line of sight between a source and receiver, also increase the attenuation of sound over distance.

Decibel Addition

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dB(A), two identical sources would combine to produce 73 dB(A). The cumulative sound level of any number of sources can be determined using decibel addition.

Vibration Standards

Vibration is like noise such that vibration involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocity in inches per second (PPV). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 3.13-3 notes the general threshold at which human annoyance could occur is 0.1 PPV for continuous/frequent sources. Table 3.13-4 indicates the threshold for damage to typical residential and commercial structures ranges from 0.3 to 0.5 PPV for continuous/frequent sources.

Table 3.13-3: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe	2.0	0.40

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans 2020b

Table 3.13-4: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.30	0.12
Historic and some old buildings	0.50	0.20
Older residential structure	0.70	0.30
New residential structures	1.2	0.50
Modern industrial/commercial buildings	2.0	0.50

Notes: Transient sources again create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans 2020b

The operation of heavy construction equipment, particularly pile driving and other impact devices, such as pavement breakers, create seismic waves that radiate along the surface of the ground and downward into the earth. These surface waves can be felt as ground vibration. Vibration from the operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance. Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities.

Table 7-4 “Vibration Source Levels for Construction Equipment” in the 2018 Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123 September 2018) lists vibration source levels for the construction equipment most likely to generate high levels of ground vibration. The equipment listed in the FTA table includes impact and sonic pile drivers, clam shovel drops, hydromills, vibratory rollers, hoe rams, large and small bulldozers, caisson drilling, loaded trucks, and jackhammers. Table 3.13-5 below summarizes typical reference vibration levels generated by select construction equipment proposed for this project.

Table 3.13-5: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet
Vibratory roller	0.210
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003

Notes: PPV = peak particle velocity
Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. Equation 7-2 in the FTA 2018

Transit Noise and Vibration Impact Assessment Manual can be used to estimate the vibration level at a given distance for typical soil conditions. “PPVref” is the reference PPV from Table 3.13-5 and “Distance” is the distance between the source and the receptor: PPV = PPVref x (25/Distance)^1.5.

Noise Regulatory Framework

Federal, state, and local agencies regulate different aspects of environmental noise. Generally, the federal government sets standards for transportation-related noise sources closely linked to interstate commerce, including aircraft, locomotives, and trucks. No federal noise standards are directly applicable to this project. The state government sets standards for transportation noise sources such as automobiles, light trucks, and motorcycles. Noise sources associated with industrial, commercial, and construction activities are generally subject to local control through noise ordinances and general plan policies. Local general plans identify general principles intended to guide and influence development plans.

State Regulations

California Building Code

Part 2, Title 24 of the California Code of Regulations California Noise Insulation Standards establishes minimum noise insulation standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and dwellings other than single-family residences. Under Section 1207.11 “Exterior Sound Transmission Control,” interior noise levels attributable to exterior noise sources cannot exceed 45 Ldn in any habitable room. Where such residences are located in an environment where exterior noise is 60 Ldn or greater, an acoustical analysis is required to ensure interior levels do not exceed the 45 Ldn interior standard. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the building must also specify a ventilation or air conditioning system to provide a habitable interior environment.

California Green Building Standards

The CalGreen code establishes interior noise insulation standards for non-residential occupied buildings. The CalGreen code also applies to occupied non-guestroom spaces within a hotel, such as meeting rooms, offices, etc. CalGreen Section 5.507 “Environmental Comfort”, states the following:

5.507.4.1 Exterior noise transmission. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. *Within the 65 CNEL noise contour of an airport*

Exceptions:

1. *Ldn or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.*

2. *Ldn or CNEL for other airports and heliports for which a land use plan that has not been developed shall be determined by the local general plan noise element.*

3. *Within the 65 CNEL or Ldn noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway notice source as determined by the Noise Element of the General Plan.*

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dB Leq-1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq -1Hr) of 50 dBA in occupied areas during any hours of operations.

5.507.4.2.1 Site features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition, or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.

Local Regulations

City of Pittsburg General Plan

The Noise Element of the General Plan Pittsburg 2020: A Vision for the 21st Century document outlines a program of “achieving acceptable noise levels throughout Pittsburg and ensures compliance with State noise requirements.” Figure 12-3 “Land Use Compatibility for Community Noise Environments” identifies land use compatibility standards for noise-sensitive land uses affected by transportation and non-transportation noise sources. As shown in the land use compatibility chart below (Table 3.13-6), for transient lodging, motel, and hotel land uses that are affected by transportation and non-transportation noise sources, the normally acceptable exterior noise level is below 60 dB(A) Ldn. Exterior noise levels between 60 and 70 dB(A) Ldn are considered conditionally acceptable provided that a detailed analysis of the noise requirements is made and needed noise insulation features are included in the design of the project. Noise levels between 70 and 80 dB(A) Ldn are normally unacceptable meaning new construction or development should generally be discouraged, but if construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features must be included in the design of the project. Exterior noise levels above 80 dB(A) Ldn are noted as clearly unacceptable and new construction or development should not be undertaken.

Table 3.13-6: City of Pittsburg Land Use Compatibility for Community Noise Environments

Land Use Category	Exterior Day/ Night Noise Levels DNL or Ldn, dB						
	55	60	65	70	75	80	
Residential - Single- Family							
Residential-Multiple Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals*, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office, Business Commercial, and Professional							
Industrial Manufacturing							

Normally Acceptable

Specified land use is satisfactory, based on the assumption that any buildings involved are of normal 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 feature included in the design.

Normally Unacceptable

New construction of development should be discouraged. If new construction of 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.

Source: City of Pittsburg

* Because hospitals are often designed and constructed with high noise insulation properties it is possible for them to be satisfactorily located in noisier areas.

The Noise Element of the General Plan Pittsburg 2020 document also lists several policies relating to noise including the following:

- **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 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.
- **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 AM and 5:00 PM.
- **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

Chapter 9.44" Noise" in the City of Pittsburg Municipal Code is essentially a nuisance ordinance which makes it "unlawful for any person to make, continue, or cause to be made or continued any noise which either unreasonably annoys, disturbs, injures, or endangers the comfort, repose, health, peace, or safety of others, within the limits of the city." Noise from elements such as loudspeakers, yelling, animals, and vehicle exhaust are covered in this section. Paragraphs in Chapter 9.44 applicable to this project include the following:

J. Pile Drivers, Hammers and Similar Equipment. The operation between the hours of 10:00 p.m. and 7:00 a.m. of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by loud or unusual noise, except in case of emergency; (Potentially applicable to construction equipment)

K. Blowers. The operation of any noise-creating blower or power fan or any internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, unless the

noise from such blower or fan is muffled and such engine is equipped with a muffler device sufficient to deaden such noise; (Potentially applicable to mechanical equipment)

Section 18.82.040 "Noise" in the City of Pittsburg Municipal Code 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."

Identification of Sensitive Receptors and Existing Ambient Noise Levels

Sensitive Receptors

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are considered to be more sensitive to noise intrusion than are commercial or industrial activities. Ambient noise levels can also affect the perceived desirability or livability of a development.

The proposed project is located in southeast Pittsburg near the intersection of SR 4 and Loveridge Road in the Loveridge Planning Subarea. The project site is by SR 4 to the north, Loveridge Road to the east, and E Leland Road to the south.

The project site is surrounded by the following land uses:

- **North.** Industrial land uses are located north of the project site, beyond which lies SR 4, which runs east/west.
- **South.** South of the project site is commercial development, followed by E Leland Road.
- **West.** West of the project is high-density residential apartments (Ventana Rental Homes) and industrial land uses, followed by Dias Circle and Piedmont Way.
- **East.** Loveridge Road is directly east of the project, followed by commercial development.

The closest noise-sensitive receptors are the multi-family residential buildings at the Ventana Rental Homes complex at about 20 feet from the west edge of the project site.

Existing Noise Conditions

The existing or ambient, noise environment in a project area is characterized by the area's general level of development. Areas that are not urbanized are relatively quiet, while areas that are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities.

The City of Pittsburg is exposed to several sources of noise, including traffic on major highways, like SR 4, noise from traffic on busy arterial roads, such as Loveridge Road, and noise from commercial and industrial activities. Typically, the existing ambient noise environment at a project site would be determined through a noise measurement survey consisting of long-term (24-hour) measurement locations to calculate Ldn and additional short-term (15-minute) measurements to extrapolate the noise levels across the project site and at the closest noise-sensitive receptors. Due to current conditions in

California associated with closures and modified work conditions from the COVID-19 pandemic, traffic volumes on the roadways are currently much lower than is experienced during normal times. If ambient noise level measurements were taken at the project site now, the noise levels measured would be less than what is anticipated to be present during normal conditions.

Therefore, the ambient noise levels at the Pittsburg Home 2 Suites site were determined using the noise contours listed in Figure 12-2 “Projected Noise Contours” in the General Plan Pittsburg 2020 document (shown below). From Figure 12-2, the north façade of the project facing SR 4, the east façade of the project facing Loveridge Road, and a small section of the south façade are anticipated to be exposed to noise levels between 65-70 dB(A) Ldn. Noise levels along the west building façade and most of the south façade are shown within the 60-65 dB(A) Ldn noise contour.

Therefore, the ambient noise levels at the project site and closest residential receptors are expected to be in the “Conditionally Acceptable” range according to Figure 12-3 in the General Plan Pittsburg 2020 document.

3.13.2 Methodology

As noted above, the noise contours from the General Plan Pittsburg 2020 document (Figure 3.13-1) were used to provide baseline noise conditions at nearby sensitive receptors and within the project site vicinity. For the purpose of this analysis, potential sensitive receptors were determined by reviewing current aerial photography.

Impacts from future project-related traffic were estimated using predicted peak hour project trip numbers from the traffic report, prepared by Stantec.

Noise from the project’s mechanical systems would operate regularly and are therefore required to comply with the requirements listed in Chapter 9.44” Noise” in the City of Pittsburg Municipal Code.

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to estimate the impact from short-term construction activities. The RCNM is used as the FHWA’s national standard for predicting noise generated from construction activities. The RCNM analysis includes the calculation of noise levels at a defined distance for a variety of construction equipment. The spreadsheet inputs include acoustical use factors and distance to receptors and calculates the expected Lmax values and Leq values at a selected receptor.

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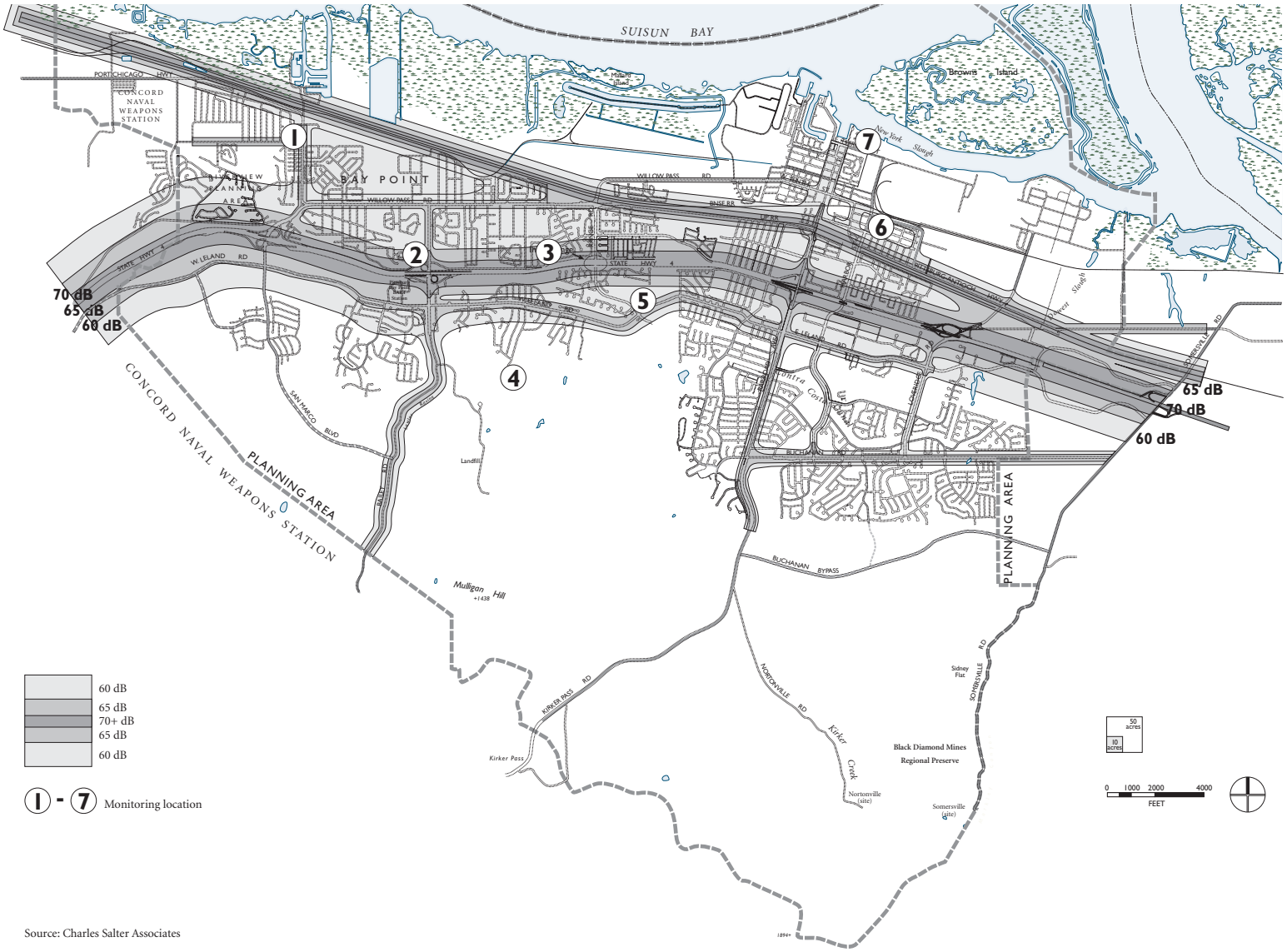

Source: Charles Salter Associates

Source: City of Pittsburg 2001

Figure 3.13-1

City of Pittsburg Projected Noise Contours

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EPA Guidelines

The EPA has established guidelines (Environmental Protection Agency Region 10 Environmental Impact Statement Guidelines, April 1973) for assessing the impact of an increase in noise levels. These guidelines have been used as industry standard for several years to determine the potential impact of noise increases on communities. Most people will tolerate a small increase in background noise (up to about 5 dB(A)) without complaint, especially if the increase is gradual over a period of years (such as from gradually increasing traffic volumes). Increases greater than 5 dB(A) may cause complaints and interference with sleep. Increases above 10 dB(A) (heard as a doubling of judged loudness) are likely to

cause complaints and should be considered a serious increase. Table 3.13-7 defines each of the traditional impact descriptions, their quantitative range, and the qualitative human response to changes in noise levels.

Table 3.13-7: EPA Impact Guidelines

Increase over Existing or Baseline Sound Levels	Impact Per EPA Region Guidelines	Qualitative Human Perception of Difference in Sound Levels
0 dB to 5 dB	Minimum Impact	Imperceivable or Slight Difference
6 dB to 10 dB	Significant Impact	Significant Noticeable Difference – Complaints Possible
Over 10 dB	Serious Impact	Loudness Changes by a Factor of Two or Greater. Clearly Audible Difference – Complaints Likely

3.13.3 Environmental Impact Analysis

Impact NOI-1	**Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Impact Analysis

Exterior Traffic Noise Levels

Traffic noise depends primarily on vehicle speed (tire noise increases with speed), proportion of medium and large truck traffic (trucks generate engine, exhaust, and wind noise in addition to tire noise), and number of speed control devices, such as traffic lights and stop signs (accelerating and decelerating vehicles and trucks can generate more noise).

Changes in traffic volumes can also have an impact on overall traffic noise levels. For example, it takes 25 percent more traffic volume to produce an increase of only 1 dB(A) in the ambient noise level. For roads already heavy with traffic volume, an increase in traffic numbers could even reduce noise because

the heavier volumes could slow down the average speed of the vehicles. A doubling of traffic volume results in a 3 dB(A) increase in noise levels.

To describe future noise levels due to traffic added from the project, AM and PM peak hour trip numbers listed in the traffic study provided by Stantec were used. According to the Stantec traffic study, the project is expected to add a maximum of 39 vehicles to the roadways during the AM peak hour and a maximum of 42 vehicles during the PM peak hour. According to the City of Pittsburg Transportation Traffic Volume Count by Street sheet, bidirectional average daily traffic volumes on Loveridge Road between East Leland Road to the North Terminus is 20,518 vehicles. Assuming an even distribution of traffic, this would equate to about 855 vehicles on the roadway in an hour. Adding a maximum of 42 vehicles to the existing traffic on Loveridge Road represents a 4.9 percent increase in traffic volumes, which equates to a 0.2 dB(A) increase in noise.

There will essentially be no change in traffic noise (below 1 dB(A)) expected along the streets surrounding the project. Therefore, the project should not cause increased traffic noise levels over the baseline conditions at the neighboring sensitive receptors and this would be a less than significant impact relative to this topic.

Interior Traffic Noise Levels – Guestrooms

The California Building Code and the 2020 Pittsburg General Plan states the interior noise levels attributable to exterior sources shall not exceed 45 dB(A) in any habitable room within new hotels and motels. The needed sound isolation requirements of a building's exterior façade will be dependent on the following conditions:

- The dimension of the rooms with exterior windows;
- The finishes within the rooms;
- The ratio of clear glass to solid wall in the exterior wall assembly; and
- The exterior solid wall construction.

Modern construction with punch windows typically provides a 25 dB(A) exterior-to-interior noise level reduction with windows closed. Therefore, generally speaking, sensitive receptors exposed to exterior noise of 70 dB(A) Ldn or less will typically comply with the code-required interior noise level standard. Modern construction utilizing window walls, curtainwalls, or a high ratio of exterior clear glass will provide less reduction with the windows closed. Buildings using a high amount of glass will typically comply with the code-required interior noise level standard if exposed to exterior noise levels of 67 dB(A) Ldn or less.

Based on Figure 12-2 "Projected Noise Contours" in the General Plan Pittsburg 2020 document, noise levels at the project site are expected to be a maximum of 70 dB(A) Ldn and be within the "Conditionally Acceptable" range according to General Plan Figure 12-3. The project will therefore be subject to Policies 12-P-5 and 12-P-6 in the General Plan. Therefore, the Applicant will submit a detailed interior noise analysis outlining noise control measures that would ensure compliance with the code-required 45 dB(A) Ldn interior noise level standard, taking into account all noise sources, including vehicular traffic. This

analysis should specify required sound ratings for glazing as well as any other modifications to the building envelope used to meet the interior noise level standard. This analysis will be prepared by a qualified acoustical consultant. With the implementation of General Plan Policies 12-P-5 and 12-P-6, the impact from exterior noise would be less than significant.

Interior Traffic Noise Levels– Occupied Non-Guestroom Spaces

CalGreen states if an occupied non-guestroom space is exposed to a noise level of 65 dB(A) Leq 1-hr during any hour of operation, the exterior façade design is required to incorporate features to reduce noise inside the spaces to a maximum of 50 dBA Leq 1-hr. Given the project site would be exposed to noise levels up to 70 dB(A) Ldn, a 1-hour noise level of 65 dB(A) Leq or greater is possible, and the project would be required to comply with the CalGreen requirements.

Therefore, as part of the detailed interior noise analysis submitted for the guestrooms, the qualified acoustical consultant will also evaluate the noise levels experienced by occupied non-guestroom spaces and provide recommendations for glazing and the building envelope to meet the CalGreen noise standard. With the implementation of the detailed interior noise analysis, the impact from exterior noise to the occupied non-guestroom spaces would be less than significant.

Proposed Project Fixed-Source Noise

Typical hotel building construction would commonly involve new rooftop mechanical equipment such as air-handling units, condensing units, make-up air units, and exhaust fans. This equipment would generate noise that would radiate to neighboring properties. The noise generated from this equipment would be required to comply with Section 9.44 “Noise” in the Pittsburg Municipal Code. All noise generated from the project’s equipment shall also produce noise levels that are within the “Normally Acceptable” range as defined by Figure 12-3 in the General Plan Pittsburg 2020 document. This means the noise produced by the project’s mechanical equipment shall not exceed 65 dB(A) Ldn at the property line with the Ventana Rental Home complex and shall not exceed 70 dB(A) at the property lines with commercial uses. When the actual on-site equipment is selected, the equipment would be designed to incorporate measures as needed, such as shielding, barriers, and/or attenuators, to reduce noise levels that may affect nearby properties. Therefore, the impact of fixed-source noise to the neighboring properties would be less than significant.

Operational Noise

The Home 2 Suites drawing package by I & A Architects, Inc. show an outdoor pool and common community gathering area as part of the project. The outdoor pool is located on the southeast corner of the building, approximately 37 feet 7 inches from Loveridge Road and 246 feet 3 inches from the shared property line with the Ventana Rental Homes complex. The community gathering area is situated on the northeast corner of the building about 75 feet 6 inches from Loveridge Road and 267 feet 0 inches from the shared property line with the Ventana Rental Homes complex. Noise from guests using the pool and community area will radiate to the neighboring noise sensitive receptors at the Ventana Rental Homes complex. Pool and community area noise calculations are provided in Appendix E.

As typical with hotel pools and community areas, the occupancy of these spaces is not expected to be large at any given time. The Home 2 Suites drawing package shows 20 chairs in the pool area and 23 seats in the community space. Using the reference spectrum for a normal male and female voice as presented in Figures 1 and 2 in the Canadian National Research Council "Voice and Background Noise Levels Measured in Open Offices" document, and assuming 15 males and 15 females in the pool area all speaking at the same time, noise levels from the pool to the Ventana Rental Homes property line were calculated at 23 dB(A). Assuming 12 males and 11 females in the community space all speaking at the same time, noise levels from the community space to the Ventana Rental Homes property line were calculated at 22 dB(A).

Ambient noise levels at the shared property line between the Ventana Rental homes property and the project site are expected to be between 60-65 dB(A). Adding the noise levels generated from the pool and community areas to the expected ambient noise level would not increase the ambient noise level. Therefore, the impact of noise from the pool and community areas to the neighboring properties would be less than significant.

Short-term Construction Noise

Two types of short-term noise impacts could occur during construction from construction crew and material and equipment transport. The first type of noise is from construction crew commutes. Construction crew commutes would incrementally increase noise levels on access roads leading to the project site. This increased traffic could be made up of vehicles, medium trucks, and heavy trucks.

The construction of the project would involve a maximum of 29 construction worker vehicles and 11 vendor vehicles per day (40 vehicles total) traveling to and from the site. Assuming a worst-case of all worker and vendor vehicles entering or exiting the site at the same time, this would add 40 vehicles to the peak hour traffic volume on Loveridge Road. Adding 40 vehicles to the existing traffic on Loveridge Road represents a 4.7 percent increase in traffic volumes, which equates to a 0.19 increase in noise, which is a less than significant impact.

The second type of noise is from the construction activity itself. Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Each construction stage has its own mix of equipment, and consequently, its own noise characteristics. The various construction operations would change the character of the noise generated at the project site and therefore, the noise level as construction progresses. The loudest stages of construction include the building construction and grading stages, as the noisiest construction equipment is typically earthmoving and grading equipment.

The construction of the Pittsburg Home 2 Suites project would be conducted in five stages and each stage will use different construction equipment. The main types of noise-producing equipment for each construction stage are shown in Table 3.13-8.

Table 3.13-8: Construction Stage Equipment

Construction Stage	Construction Equipment	
Site Preparation	• Grader	• Tractor

Construction Stage	Construction Equipment	
	• Scraper	• Haul Truck
Grading	• Grader • Rubber-Tired Dozer • Trencher	• Tractor • Front-End Loader • Haul Trucks (2)
Building Construction	• Crane • Generator • Welders (3)	• Forklifts (2) • Tractor • Haul Trucks (4)
Paving	• Paver • Paving Equipment • Rollers (2)	• Cement and Mortar Mixer • Tractor • Haul Trucks (2)
Architectural Coating	• Air Compressor	• Haul Truck

Table 3.13-9 lists the types of construction equipment and the maximum and average operational noise level as measured at 20 feet from the operating equipment. The 20-foot distance represents the approximate distance between the project construction edge and the closest noise-sensitive receptors within the Ventana Rental Homes complex.

Table 3.13-9: Summary of Federal Highway Administration Roadway Construction Noise Model

Construction Equipment Source at the Project Site	Distance to Nearest Sensitive Receptor	Sound Level at Receptor		
		Lmax, dB(A)	Acoustical Use Factor (%)	Leq, dB(A)
Crane	20 feet	88.5	16	80.6
Concrete Mixer Truck	20 feet	86.8	40	82.8
Compressor (air)	20 feet	85.6	40	81.6
Dozer	20 feet	89.6	40	85.6
Forklift[1]	20 feet	87.1	40	83.1
Front End Loader	20 feet	87.1	40	83.1
Generator	20 feet	88.6	50	85.6
Grader	20 feet	93.0	40	89.0
Haul Truck[2]	20 feet	84.4	40	80.4
Paver	20 feet	85.2	50	82.2
Roller	20 feet	88.0	20	81.0
Scraper	20 feet	91.5	40	87.6
Tractor	20 feet	92.0	40	88.0
Trencher	20 feet	88.3	50	85.3
Welder	20 feet	82.0	40	78.0

Notes:

1. The RCNM program does not have sound levels for a forklift. Therefore, the noise levels from a front-end loader were used in the analysis to simulate the forklift.

2. The RCNM program does not have sound levels for a haul truck. Therefore, the noise levels from a dump truck were used in the analysis to simulate the haul truck.

3. Source: Federal Highway Administration RCNM v1.1 2008

A worst-case condition for construction activity would assume all noise-generating equipment were operating at the same time and at the same distance from the closest noise-sensitive receptor. Using this assumption, the RCNM program calculated the following combined Leq and Lmax noise levels from each stage of construction as shown in Table 3.13-10:

Table 3.13-10: Calculated Noise Level from Each Construction Stage

Construction Phase	Distance to Closest Noise Sensitive Receptor, ft	Calculated Lmax, dB(A)	Calculated Leq, dB(A)
Site Preparation	20	97.2	93.2
Grading	20	98.0	94.1
Building Construction	20	97.5	93.3
Paving	20	96.6	92.1
Architectural Coating	20	88.1	84.1

Although noise levels from construction could fall into the “Unacceptable” range as defined in Figure 12-3 in the General Plan Pittsburg 2020 document, increases in noise levels from construction activities would be temporary and construction activities would follow the hours of construction as dictated by Policy 12-P-9 in the General Plan and Section 18.82.040 in the City of Pittsburg Municipal Code.

In addition to the hours restrictions on construction noise contained within the General Plan and the City of Pittsburg Municipal Code, the FTA offers construction mitigation measures listed in Step 5 within Section 7.1 “Construction Noise Assessment” in the 2018 FTA Transit Noise and Vibration Impact Assessment Manual. Some of the applicable measures are included in Mitigation Measure NOI-1.

In conclusion, construction noise would be short-term and intermittent. Furthermore, implementation of Mitigation Measure NOI-1 would follow the recommendations within the City’s General Plan, codes, and the 2018 FTA Transit Noise and Vibration Assessment Manual; therefore, impacts would be less than significant with mitigation incorporated.

Construction noise calculations are provided in Appendix E.

Level of Significance Before Mitigation

- Exterior Traffic Noise Levels: Less Than Significant Impact.
- Interior Noise Levels – Guestrooms: Less Than Significant Impact.

- Interior Noise Levels – Occupied Non-Guestroom Spaces: Less Than Significant Impact.
- Project Fixed-Source Noise: Less Than Significant Impact.
- Operational Noise: Less Than Significant Impact
- Construction Traffic: Less Than Significant Impact.
- Construction Activity: Potentially Significant Impact.

Mitigation Measures

MM NOI-1: **Construction Activity.** Implementation of the following multipart mitigation plan is required to reduce the potential construction period noise impacts.

- Follow the construction time restrictions as listed in Policy 12-P-9 in the General Plan Pittsburg 2020 document and Section 18.82.040 in the City of Pittsburg Municipal Code.
- Follow the construction noise mitigation measures listed in Step 5 within Section 7.1 "Construction Noise Assessment" in the FTA 2018 Transit Noise and Vibration Impact Assessment Manual document:

  "Design Considerations and Project Layout:

  - Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers.
  - Re-route truck traffic away from residential streets, if possible. Select streets with fewest homes if no alternatives are available.
  - Site equipment on the construction lot as far away from noise-sensitive sites as possible.
  - Construct walled enclosures around especially noisy activities, or clusters of noisy equipment. For example, shields can be used around pavement breakers, loaded vinyl curtains can be draped under elevated structures.

  Sequence of Operations:

  - Combine noisy operations to occur in the same time period. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.
  - Avoid nighttime activities. Sensitivity to noise increases during the nighttime hours in residential neighborhoods.

  Alternative Construction Methods:

  - Use specially quieted equipment, such as quieted and enclosed air compressors, mufflers, on all engines."
- Post a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City.

Level of Significance After Mitigation

- Exterior Traffic Noise Levels: Less Than Significant Impact.
- Interior Noise Levels – Guestrooms: Less Than Significant Impact.
- Interior Noise Levels – Occupied Non-Guestroom Spaces: Less Than Significant Impact.
- Project Fixed-Source Noise: Less Than Significant Impact.
- Operational Noise: Less Than Significant Impact
- Construction Traffic: Less Than Significant Impact.
- Construction Activity: Less Than Significant Impact with Mitigation.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis

During construction of the proposed project, equipment such as trucks, bulldozers, and rollers may be used as close as 20 feet from the nearest sensitive receptors in the Ventana Rental Homes Complex. Equipment used during project construction could generate vibration levels between 0.0042 PPV and 0.29 PPV at 20 feet, as shown below in Table 3.13-11. The groundborne vibration levels for the large bulldozer, loaded trucks, and vibratory roller are expected to be at or above the FTA vibration threshold at which human annoyance could occur of 0.10 PPV. According to Table 3.13-3, the vibration levels from this equipment would be strongly perceptible. Even so, referencing Table 3.13-4, the construction vibration levels would not cause damage to existing buildings.

Table 3.13-11: Vibration Source Levels for Construction Equipment

Type of Equipment	Peak Particle Velocity at 25 Feet	Peak Particle Velocity at 20 Feet	Threshold at which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Vibratory roller	0.210	0.29	0.10	Yes
Large bulldozer	0.089	0.124	0.10	Yes
Loaded trucks	0.076	0.106	0.10	Yes
Small bulldozer	0.003	0.0042	0.10	None

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018

Construction activities would again be temporary in nature and would likely occur during normal daytime working hours. The FTA offers construction vibration mitigation measures listed in Step 5 within Section 7.2 “Construction Vibration Assessment” in the Transit Noise and Vibration Impact Assessment Manual document. The applicable measures in the FTA document are included in Mitigation Measure NOI-2.

Implementation of Mitigation Measure NOI-2 would follow the recommendations provided by the FTA; therefore, impacts would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures

MM NOI-2: **Construction Vibration. Follow the construction vibration mitigation measures listed in Step 5 within** Section 7.2 “Construction Vibration Assessment” in the FTA 2018 Transit Noise and Vibration Impact Assessment Manual document**.**

“Design Considerations and Project Layout

- Route heavily loaded trucks away from residential streets. Select streets with the fewest homes if no alternatives are available.
- Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.

Sequence of Operations

- Phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be substantially less when each vibration source operates separately.
- Avoid nighttime activities. Sensitivity to vibration increases during the nighttime hours in residential neighborhoods.

Alternate Construction Methods

- Avoid vibratory rollers and packers near sensitive areas.

Vibration Mitigation Plan

- Describe and commit to a mitigation plan that will be developed and implemented during the engineering and construction phase when the information available during the project development phase will not be sufficient to define specific construction vibration mitigation measures. The objective of the plan should be to minimize construction vibration damage using all reasonable and feasible means available. The plan should include the following components:
    - A procedure for establishing threshold and limiting vibration values for potentially affected structures, based on an assessment of each structure's ability to withstand the loads and displacements due to construction vibrations.
    - A commitment to develop a vibration monitoring plan during the engineering phase and to implement a compliance monitoring program during construction."

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

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

Impact Analysis
The proposed project is not located within the vicinity of a private airstrip or an airport land use plan. The closest airport to the project site is the Buchanan Field Airport 10 miles to the east. No private airstrips, or helipads are located within 2 miles of the project site. Therefore, the project would not expose people staying or working in the project area to excessive noise levels, and impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

3.14 POPULATION AND HOUSING

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

Pittsburg is located in Contra Costa County, one of the nine counties that make up the San Francisco Bay Area, which had a 2020 regional population of approximately 7.8 million people. According to the U.S. Census, the City had a population of 63,264 in 2010 (California Department of Finance 2020a). Since 2010, the City's population has increased by 13.79 percent to 74,321 people in 2020 (California Department of Finance 2020b). According to projections provided by the Association of Bay Area Governments, Pittsburg is estimated to grow to approximately 91,600 residents and 27,510 households by 2040 (City of Pittsburg 2001). The proposed project involves the development of a four-story hotel on 2.09 acres and does not include a residential component.

3.14.2 Methodology

The following evaluation of potential population, housing, and employment impacts associated with the proposed project was based on data obtained from the U.S. Census, the California Department of Finance, and applicable planning documents from the City. The following impact discussions consider the impacts of the proposed project related to employment, population, and housing in the City.

3.14.3 Environmental Impact Analysis

This section discusses potential impacts related to population and housing associated with the proposed project and provides mitigation measures where necessary.

Impact POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis

The project site is located in the Loveridge Planning Subarea. The goals for this planning subarea in the General Plan include supporting the development and expansion of regionally oriented commercial activities within this area and maintaining industrial activities in appropriate, designated areas. The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. The proposed project is seeking rezone from Industrial Park to Community Commercial. The City uses policy plans such as the General Plan to strategically plan for new growth within such areas.

The proposed project involves development of a four-story, 62,840-square-foot hotel building with up to 115 guest rooms, with associated parking, landscaping, and utilities. Project utilities (water, sewer, wastewater) would connect to City infrastructure in the immediate vicinity of the project site. The proposed project does not involve any residential development. The proposed project would require up to 15 workers during the peak construction phase. Construction activities are anticipated to occur over approximately 12 months. Construction of the proposed project would not affect the population of the City because the construction workforce is available from nearby areas. In addition, the project site is within commuting distance of the greater San Francisco Bay Area, so construction workers are not expected to relocate. Temporary construction activities are not expected to increase the demand for housing.

Operation of the proposed project would create new jobs and increase the demand for new employees. When construction is complete, operation of the proposed project would require up to five full-time employees. The unemployment rate in Contra Costa County was 7.9 percent in October 2020 (State of California Employment Development Department 2020); therefore, the proposed project's construction- and operation-related employment is expected to be absorbed by the regional labor force and would not attract new workers to the City. Based on an average of two guests per hotel room, the proposed project would generate up to 230 guests at maximum capacity; however, this use would not result in the provision of permanent housing because the hotel would only provide short-term stay for hotel guests. The proposed project would be consistent with the intent of the General Plan. Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth in an area; this impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis

The project site is currently vacant and does not contain any residential dwellings or residences onsite. Therefore, the proposed project would not result in the displacement of people or housing that would necessitate the construction of replacement housing elsewhere. No impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

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3.15 PUBLIC SERVICES

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

3.15.1 Environmental Setting

Fire Protection

The Contra Costa County Fire Protection District (CCCFPD) provides fire protection services to the Pittsburg Planning Area. The CCCFPD also maintains mutual-aid agreements with the East Diablo Fire Protection District, East Bay Regional Park District, California Department of Forestry, and private industrial companies located within the jurisdiction. The response time goal for the CCCFPD is to provide service within 5 minutes of notification (City of Pittsburg 2001). The CCCFPD responds to calls for fire alarms, medical alarms, structure fires, vegetation fires, vehicle accidents, emergency medical services, rescues, and other incidents and fires. According to the CCCFPD 2018 Annual Report, average response times throughout Contra Costa County ranged from 5 minutes and 35 seconds in the City of Richmond, central county, and east county, to 6 minutes and 29 seconds in west county (CCCFPD 2018). Of the three fire stations in Pittsburg, Station #87, located at 2331 Loveridge Road is 0.28 mile south of the project site and is the nearest fire station to the project site.

Police Protection

The Pittsburg Police Department provides law enforcement services to the City. The Pittsburg Police Department employs 85 police officers and 9 community service specialists. The Pittsburg Police Department Patrol Division is operating 24 hours a day, 7 days a week, and has more than 35 officers assigned to one of five beats, to provide equal police coverage to the entire city. The Police Department

includes the Patrol Division, Traffic Division, Investigations Division, SWAT/Crisis Negotiation Team, Canine Team, School Resource Officers, Bike Patrol Team, Marine Unit, Mental Health Eval Team/Community Response Team, Property and Evidence Division, Records Division, Code Enforcement Division, Chaplaincy Division, Recruiting, and Training. In 2018, the Pittsburg Police Department responded to 80,133 calls for service; response time data for the police department was unavailable (Pittsburg Police Department 2019). According to Policy 10-P-39 of the General Plan, the goal is to maintain a ratio of 1.8 sworn police offers per 1,000 residents (City of Pittsburg 2001). As discussed in Section 3.14, Population and Housing, the City's 2020 population was approximately 74,321; therefore, the target would be 133 police officers in the City. As there are 85 police officers in the Pittsburg Police Department, there is shortfall of the goal of 1.8 sworn police officers per 1,000 residents. The City of Pittsburg Police Department is located at 65 Civic Avenue, 1.23 miles northwest of the project site.

Schools

The following three school districts serve students in the City: Pittsburg Unified School District, Antioch Unified School District, and Mt. Diablo Unified School District. The project site is located within the Pittsburg Unified School District. The nearest school is Martin Luther King, Jr. Junior High School, located 0.20 mile north of the project.

Parks

The City's Parks and Recreation Department owns and operates 11 community parks, 11 neighborhood parks, 3 linear parks, and 1 special facility, totaling approximately 322 acres (City of Pittsburg 2020). Other open spaces, managed by East Bay Regional Park District, located within the City limits are Diamond Mines Regional Preserve and Browns Island Regional Shoreline. Additionally, the regional Delta De Anza Trail runs 34.8 miles along the East Bay Municipal Utility District right-of-way through Pittsburg. The nearest park to the project site is Central Park, an approximately 8-acre community park located 0.62 mile to the north.

Other Facilities

The Contra Costa County Library operates and maintains the public library system in Contra Costa County, and there are 26 community library locations throughout the county (Contra Costa County Library 2019). Pittsburg Library is located 1.17 miles northwest of the project site.

3.15.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the Public Facilities Element of the General Plan, Open Space, Youth and Recreation Element of the General Plan, the General Plan EIR and, the Municipal Code.

3.15.3 Environmental Impact Analysis

This section discusses potential impacts on public services associated with the proposed project and provides mitigation measures where necessary.

Impact PUB-1	**Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:** **Fire protection?** **Police protection?** **Schools?** **Parks?** **Other public facilities?**

Impact Analysis

Fire Protection

The proposed project does not involve a residential component. However, the proposed project would require up to 15 workers during the peak construction phase. When construction is complete, operation of the proposed project would require up to five full-time employees. In addition, based on an average of two guests per hotel room, the proposed project would generate up to 230 guests at maximum capacity. Overall, implementation of the project would result in an increased demand for fire protection services at the project site. As described in Section 3.14, Population and Housing, the proposed project would not affect the population of the City because the proposed project's construction- and operation-related employment is expected to be absorbed by the regional labor force and would not attract new workers to the City.

The CCCFPD sent a letter on October 30, 2020, discussing their review of the land use permit application provided by the applicant. The applicant would address all requirements outlined in this letter for CCCFPD approval. Additionally, the proposed project would comply with the California Fire Code and include site-specific design features such as ensuring adequate emergency access to the project site and requiring structures to be built with approved building materials. Conformance with the California Fire Code would reduce risks associated with fire hazards. The two 26-foot-wide driveways at the northeast and southeast ends of the project site on Loveridge Road would provide access in case of an emergency. During construction, equipment and materials would be stored onsite. Construction activities are anticipated to be confined to the project site, and no road closures or detours are anticipated; therefore, emergency service and access to the surrounding area would be maintained. As such, construction and operation of the proposed project would not create significant fire hazards that would substantially increase the need for fire protection services and would not require the construction of new or expanded facilities to meet any increased need.

Per the Municipal Code, the applicant would be conditioned to annex the property into the existing Fire Protection and Emergency Services Community Facilities District to offset the additional service demands associated with the proposed project.

The project site is currently designated Business Commercial by the General Plan. The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. The proposed project would be consistent with the new Community Commercial designation. Therefore, the impact to fire protection services would be less than significant.

Police Protection

Law enforcement services for the project site are provided by the Pittsburg Police Department. The proposed project does not include a residential use that would induce population growth. The proposed project would require up to 15 workers during the peak construction phase. Operation of the proposed project would require up to five full-time employees; however, as described in Section 3.14, Population and Housing, the proposed project would not affect the population of the City because the project's construction- and operation-related employment is expected to be absorbed by the regional labor force and would not attract new workers to the City and would not impact the ratio of police officers for residents. The project site is currently designated Business Commercial by the General Plan. The proposed project is seeking entitlements for General Plan amendment from land use designation Business Commercial to Community Commercial. The proposed project would be consistent with the new Community Commercial designation. The project site is within the City's Industrial Park zoning district. The proposed project is seeking rezone from Industrial Park to Community Commercial. Hotels are an allowed use in Community Commercial zones according to the City Zoning Code with a required overlay district as part of the rezone to allow for increased FAR CUP. Because the proposed project would be consistent with the land use and zoning designations and would not directly induce any population growth, the proposed project would be consistent with the City's buildout plan and would not create the need for new or physically altered governmental facilities, and the proposed project would not affect Pittsburg Police Department response time goals. The Applicant would be conditioned to annex the property into the existing Fire Protection and Emergency Services Community Facilities District to offset the additional service demands associated with the proposed project. In addition, the proposed project would be consistent with the intent of the General Plan and no other police services would be required to ensure adequate police staffing levels for the proposed project. Therefore, the impact to police protection services would be less than significant.

Schools

The proposed project does not include a residential use that would induce population growth or increase student enrollment. Construction of the proposed project would require up to 15 workers during the peak construction phase. The construction workforce would be available from nearby areas and is not expected to cause new permanent relocation to the City. Therefore, impacts to schools would be less than significant.

Parks

The proposed project does not include a residential component that would induce population growth in the project site. Construction of the proposed project would require up to 15 workers during the peak construction phase. The construction workforce could use the nearby parks; however, such use would not be substantial because they would be working in the area temporarily. Therefore, impacts to parks and recreation would be less than significant.

Other Public Facilities

The proposed project would not include a residential component that would induce population growth in the project site. Construction of the proposed project would require up to 15 workers during the peak construction phase. The construction workforce could use nearby public facilities, including public libraries. However, such use would not be substantial because they would be working in the area temporarily. Therefore, impacts to other public facilities would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

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3.16 RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The City's Parks and Recreation Department owns and operates 11 community parks, 11 neighborhood parks, 3 linear parks, and 1 special facility totaling approximately 322 acres (City of Pittsburg 2020). Other open spaces, managed by East Bay Regional Park District, located within the City limits are Diamond Mines Regional Preserve and Browns Island Regional Shoreline. Additionally, the regional Delta De Anza Trail runs approximately 34.8 miles along the East Bay Municipal Utility District right-of-way through Pittsburg. The nearest park to the project site is Central Park, an approximately 8-acre community park located 0.62 mile to the north.

3.16.2 Methodology

The following analysis is based on a review of the Open Space, Youth and Recreation Element of the General Plan and City parks website.

3.16.3 Environmental Impact Analysis

This section discusses potential impacts to recreation associated with the proposed project and provides mitigation measures where necessary.

Impact REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact Analysis

The proposed project would involve the development of a four-story hotel with 115 guest rooms and other onsite guest amenity areas such as a swimming pool, fitness room, and dining/community gathering room. The proposed project does not include a residential component that would permanently increase the City's residential population. Construction of the proposed project would require up to 15 workers

during the peak construction phase. The construction workforce could use the nearby parks; however, such use would not be substantial because they would be working in the area temporarily. The proposed project would require up to five full-time employees and is expected to temporarily generate up to 230 hotel guests at maximum capacity. It is expected employees would already reside in or near the City and would not substantially increase the use of nearby recreation facilities. The proposed project would also provide onsite guest amenity areas, which would reduce use of existing parks and recreation facilities. Hotel visitors may use public parks and recreational facilities in the project site; however, increased usage of these facilities is not expected to cause substantial deterioration of existing facilities or the need for new or expanded facilities. Further, according to the General Plan, the City's park standard is 5 acres per 1,000 residents; and with consideration of proposed parks and the linear park facilities, the City's parkland total is approximately 322 acres or 4.5 acres of parks per 1000 residents in 2020. The ratio would remain 4.5 acres per 1,000 residents after development of the proposed hotel. Therefore, the project would not alter demand for parks. Impacts related to recreation facilities would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact REC-2	**Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Impact Analysis
The proposed project would involve the development of a four-story hotel that would include 115 guest rooms and other onsite guest amenity areas such as an outdoor swimming pool, fitness room, and dining/community gathering room. The scope of the proposed project does not include the construction or expansion of recreational facilities. Therefore, the proposed project would not result in an adverse physical effect on the environment related to recreation facilities and no impacts would occur.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

3.17 TRANSPORTATION

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☐	☒

3.17.1 Environmental Setting

The project is located in southeast Pittsburg near the intersection of SR 4 and Loveridge Road. Specifically, the project site is by SR 4 to the north, Loveridge Road to the east, and E Leland Road to the south. Regional access is provided by SR 4 and access to the project site would be made by existing local arterials. The site plan and roadways that provide regional and local access are shown in Figure 3.17-1.

E Leland Road is classified a four-lane major arterial in the General Plan. E Leland Road connects to Loveridge Road just south of the project site before continuing east into the City of Antioch. The segment of Leland Road near the project site is fully built out per the General Plan.

Loveridge Road is classified as a four-lane major arterial in the General Plan and would provide primary access to/from the project site. To the north, Loveridge Road connects with SR 4 and continues until it reaches the Northeast River planning subarea. The segment of Loveridge Road near the project site is fully built out per the General Plan.

SR 4 is an east-west highway maintained by Caltrans. SR 4 begins in Hercules and continues through Contra Costa County and beyond. It terminates at SR 89 near the California-Nevada border. Access to SR 4 is provided by ramps accessible to/from Loveridge Road north of the project site.

The project does not propose to amend or adjust the roadway classifications or roadway network as currently shown in the General Plan.

Transit and Rail Services

Bus transit service near the project is operated by Tri Delta Transit. Seven bus routes accessible via 15 transit stops are within 0.5 mile (i.e., walking distance) of the project site.

Tri Delta Transit routes 381, 387, 388, 390, 391, 392, and 394 serve the vicinity of the project site. Route 381 provides service from the Downtown Planning Subarea to Los Medanos College. Routes 387, 390, 392 (weekends only), and 394 (weekends only) are primarily east-west routes that travel between the Antioch and Pittsburg-Bay Point Bay Area Rapid Transit (BART) stations. Route 388 provides service from the Pittsburg-Bay Point BART station to the Kaiser Antioch Medical Center. Lastly, route 391 serves transit stops from the Brentwood Park and Ride to the Pittsburg Center Station. The routes and bus stops discussed here are shown in Figure 3.17-2.

The Pittsburg Center BART station opened in 2018 and is located approximately 1 mile west of the project site.

The project would not block, remove, or create barriers for transit utilization.

Bicycle and Pedestrian Facilities

There are existing bicycle facilities in the vicinity of the project site. Bicycle facilities near the project site, as shown in the General Plan, are fully built out.

Bicycle facilities near the project site include the following types of facilities as defined in the General Plan:

- **Class I bike path:** paved off-street path with motor vehicle use prohibited
- **Class II bicycle lane:** on-street designated bike lane with through-travel by motor vehicle prohibited

Existing bicycle facilities include a Class II bicycle lane along Loveridge Road, adjacent to the project site. There is also an existing Class II bicycle lane south of the project site along E Leland Road. There is a Class I bike path just south of E Leland Road that runs perpendicular to Loveridge Road.

City planning documents such as the Pittsburg Moves Active Transportation Plan (2020) identify future bicycle facility improvements near the project site that would create a network for non-motorized modes of transportation. The improvements would include converting the existing Class II facility to a future Class IV separated bikeway (on-street bicycle lane with a physical barrier to prevent motor vehicle access) along Loveridge Road and a future Class II buffered bike lane (on-street designated bike lane with additional buffer space and through-travel by motor vehicle prohibited) along E Leland Road, both adjacent to the project site. The bicycle facilities discussed here are shown in Figure 3.17-3.

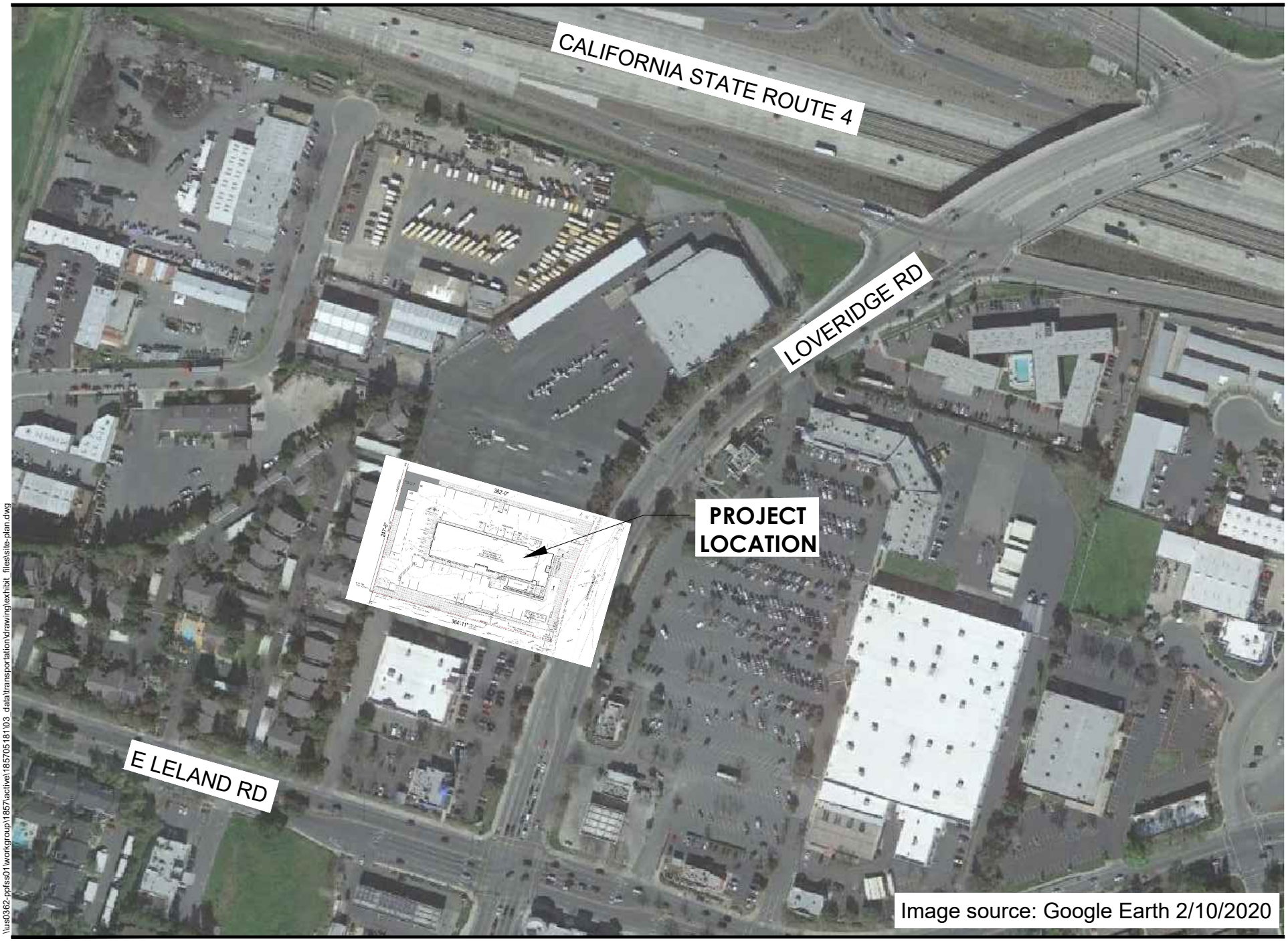

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Figure 3.17-1

Project Site Regional and Local Access

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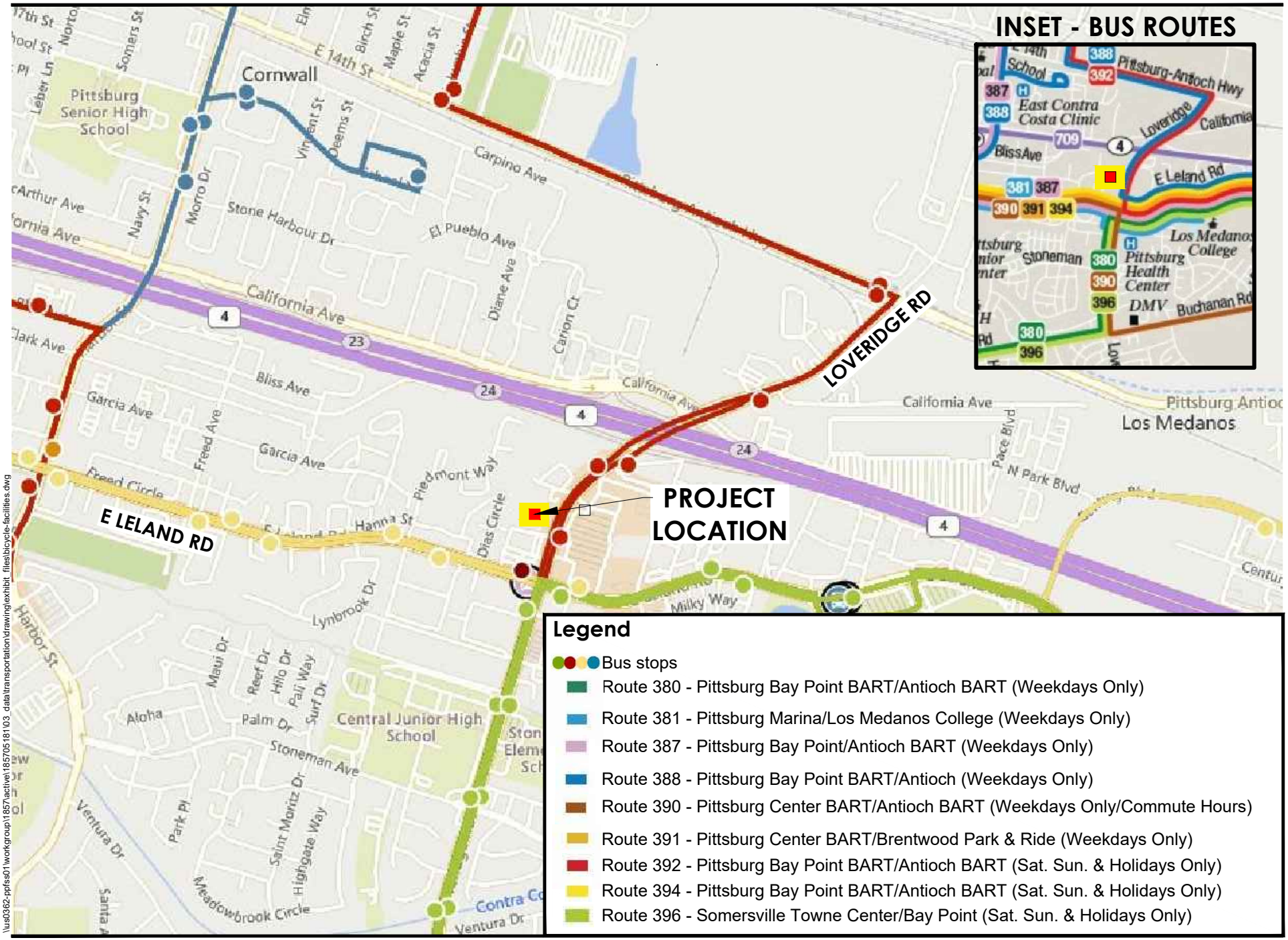

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Source: Tri Delta Transit

Figure 3.17-2

Tri Delta Transit Bus Stops and Bus Routes

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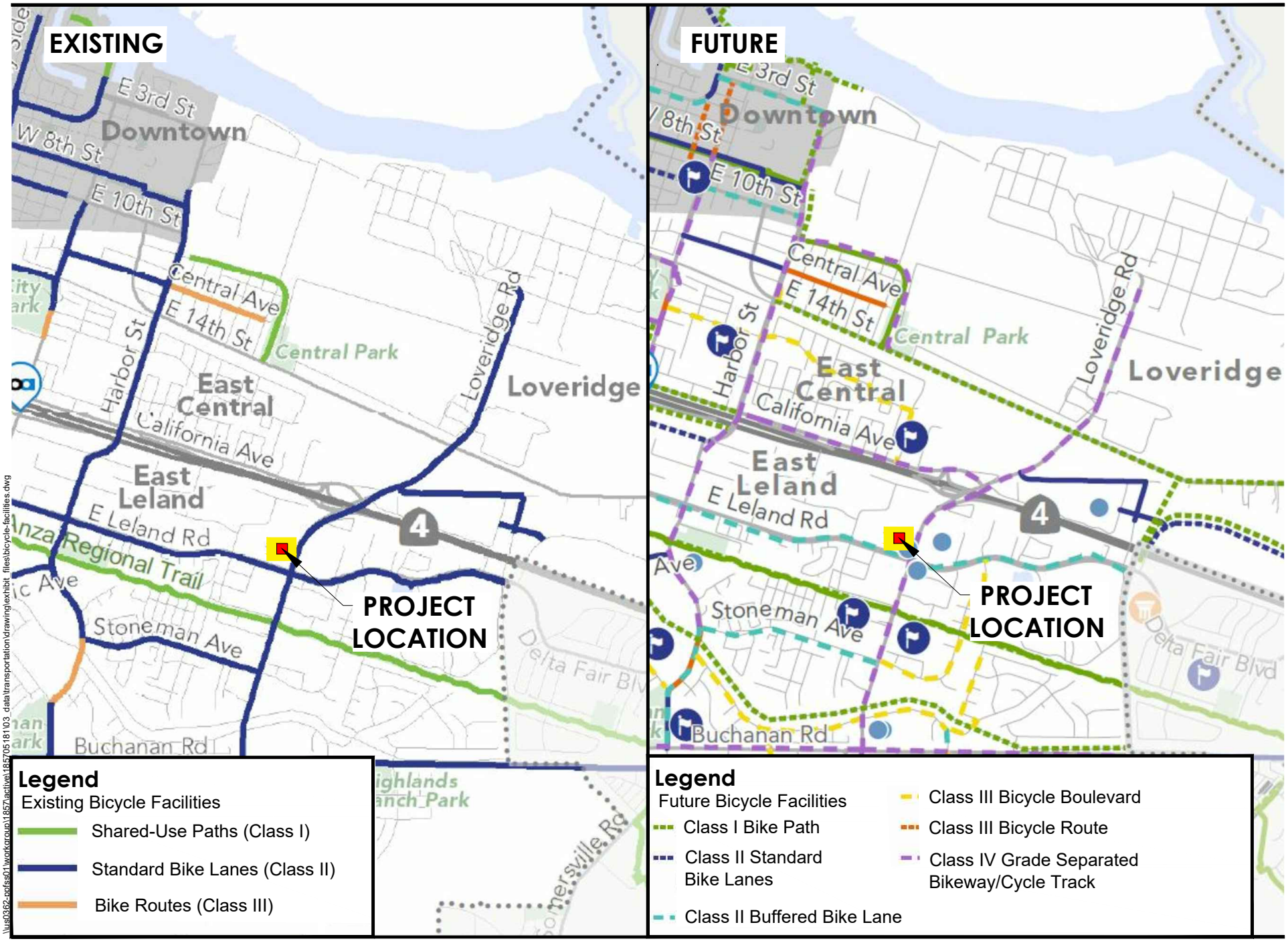

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Source: Pittsburg Moves Active Transportation Plan

Figure 3.17-3

Existing and Future Bicycle Facilities

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Existing sidewalks facilitate pedestrian movements. There are existing sidewalks adjacent to the project site along Loveridge Road, and these facilities, along with pedestrian crosswalks at both the northerly and southerly adjacent intersections, provide access to a nearby shopping center approximately 100 feet east of the project site. Sidewalks also provide pedestrian access to several transit stops, including one directly adjacent to the project site.

The Pittsburg Moves Active Transportation Plan also identifies a proposed controlled crosswalk enhancement at Loveridge Road and the SR 4 ramps to improve pedestrian safety near the project site.

The project would construct sidewalk improvements for pedestrian access along Loveridge Road and throughout the project site. The project would not block, remove, or create barriers for pedestrians or bicyclists.

RTP/SCS and General Plan Consistency

The Plan Bay Area 2040 is the long-range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the nine-county San Francisco Bay Area. The RTP/SCS is prepared by the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG) to guide the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities.

Per California state and federal law, the RTP/SCS is to be updated at least every 4 years to reflect changes to funding opportunities and respond to growth. Plan Bay Area 2050, an update to the RTP/SCS, is currently in progress. The preparation of the Final Bay Area 2040 RTP/SCS included an extensive public outreach program where members of the public and member agencies were engaged to provide input to the RTP/SCS. In addition, an environmental impact report was prepared and certified and the comment period allowed for members of the public and member agencies to review and comment on the RTP/SCS assumptions.

The City is within the ABAG planning area and the General Plan assumptions would have been considered and included in the RTP/SCS. Specifically, the RTP/SCS utilizes local jurisdictions' forecasted socioeconomic demographic growth (e.g., growth in population, housing, and employment). The project would amend the General Plan designation for the parcel from Business Commercial to Community Commercial. The parcel would remain a non-residential employment use and, given the size of the hotel, would not increase citywide employment forecasts when compared to a general office use. Therefore, the project would be consistent with the General Plan forecasts and would be consistent with the RTP/SCS.

Listed below are relevant policies and from the General Plan:

- **Policy 2-P-6.** Ensure provision of community amenities within planned development projects, including parks and recreation facilities, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities. Ensure construction of amenities at a time that is in balance with the needs of the development.
- **Policy 7-P-2.** 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 5 years at a minimum.

- **Policy 7-P-3.** Review and update the City's Engineering Design Standards for each functional roadway classification.
- **Policy 7-P-4.** 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.
- **Policy 7-P-5.** Apply for federal Congestion Mitigation Air Quality grant funding, designed to improve air quality through roadway improvement projects.
- **Policy 7-P-11.** Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, minimizing residential access, implementing Transportation Systems Management measures, and requiring sufficient on-site parking to meet the needs of each project.
- **Policy 7-P-15.** Support Caltrans' planned improvements to the Railroad Avenue and Loveridge Road interchanges in conjunction with SR 4 widening projects. Work with federal, state, and regional authorities to ensure timely completion of these projects needed to adequately serve local circulation needs.

Listed below are relevant policies and from the Pittsburg Moves Active Transportation Plan Final Draft:

- **Goal 1, Policy 2.** Utilize Contra Costa Transit Authority's (CCTA's) VMT Analysis Methodology for Land Use Projects in Contra Costa for evaluating VMT impacts.
- **Goal 1, Policy 5.** As part of design review, require bicycle amenities such as short- and long-term bicycle parking, bicycle repair stations, showers, and changing rooms with personal effects lockers when appropriate.
- **Goal 1, Policy 6.** Ensure that parking areas are designed to facilitate safe bicycle pedestrian access between parking spaces, sidewalks, and building entrances.

Project Construction

The project would result in temporary construction activity with no ongoing operational changes to traffic generation or traffic patterns. A discussion on the project's construction is provided in Section 2.3.

3.17.2 Methodology

Senate Bill (SB 743) and Vehicle Miles Traveled

Originally signed by the Governor in 2013, SB 743 requires the Governor's Office of Planning and Research (OPR) to identify new metrics for the identification of transportation-related impacts within CEQA. On December 28, 2018, regulatory changes to the CEQA Guidelines that implement SB 743 were

approved, establishing VMT as the new metric for transportation analysis. Within CEQA, a project's effect on vehicle delay shall not constitute a significant transportation impact (Section 15064.3(a)). Thresholds for determining a project's significant transportation impact shall be pursuant to section 15064.3 of the state CEQA Guidelines. OPR released a Technical Advisory that contains recommendations for assessing VMT, thresholds of significance, and mitigation measures. On July 1, 2020, statewide implementation occurred.

In response to the change, the City has elected to utilize CCTA draft methodology for the interim. CCTA's draft methodology is outlined in CCTA's Draft VMT Analysis Methodology for Land Use projects in Contra Costa Technical Memorandum, July 9, 2020. This preference is noted in the 2020 Pittsburg Moves Active Transportation Plan. At the time of this analysis, CCTA has not finalized their VMT Analysis Methodology and is in the process of publishing additional resources, materials, and guidelines (i.e., screening criteria and significance thresholds) for local agencies to utilize. Therefore, this VMT analysis has been prepared in accordance with CCTA's draft methodology, OPR's Technical Advisory, and through consultation with CCTA staff. In February 2021, Stantec obtained year 2020 VMT statistics for the project area, average VMT baselines, and corresponding significance thresholds that would be associated with the upcoming CCTA VMT guidance.

CCTA draft VMT Methodology established screening criteria to screen projects from a full project-level assessment, consistent with OPR's Technical Advisory recommendations. The screening criteria considers a project's location in a transit priority area, a project's location in a low VMT area, a project's type, and a project's size. If a project meets one of the screening criteria, the project is presumed to have a less than significant impact on transportation and a full VMT analysis is not required. This screening criteria is summarized in Table 3.17-1.

Table 3.17-1: Screening Criteria

Category	Criteria/Screening	Threshold	Does Project Meet Criteria?
Transit Priority Area (TPA) Screening	Projects within 0.5 mile of a major transit stop or a stop located along a high-quality transit corridor generally reduce VMT and therefore can be screened out from completing a full VMT analysis.	If the project is within 0.5 mile of a major or high-quality transit stop/corridor, the project is assumed to have a less than significant impact. The project should generally also meet the following criteria: • FAR >= 0.75 • Not provide more parking than required by County • Be consistent with the regional SCS • Not replace existing affordable units with a smaller number of moderate to high-income units	No
Low VMT Area Screening	Residential and employment-generating projects within a low-VMT generating area of the city may be presumed to have a less than significant impact, can be screened out from completing a full VMT analysis.	For employment-generating projects: Cities and unincorporated portions of CCTA's five subregions that have existing home-work VMT per worker that is 85% or less of the existing regional average.	No

Category	Criteria/Screening	Threshold	Does Project Meet Criteria?
Small Projects	Small projects can be presumed to cause a less-than-significant VMT impact.	A project is considered to be a small project if it meets one or more of the following criteria: • Project has 10,000 square feet or less of non-residential space or 20 residential units or less • Project generates less than 834 VMT per day	No
Local-Serving Uses	Projects that consist of Local-Serving Uses can generally be presumed to have less-than-significant impact absent substantial evidence to the contrary.	A local-serving project without substantial evidence of a significant impact. Per CCTA's draft methodology, projects that would primarily draw users and customers from a relatively small geographic area that would lead to short-distance trips and trips that are linked to other destinations.	Yes

Source:
Contra Costa Transportation Authority. Technical Memorandum VMT Analysis Methodology for Land Use Projects in Contra Costa, GMTF Review Draft. July 9, 2020.
Governor's Office of Planning and Research. State of California. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018.

Transit Priority Area (TPA) Screening: The project is not located in a TPA. While the site is serviced by four bus routes and has up to 15 bus stops within a 0.5-mile walk, the existing bus headways are greater than 15 minutes and would therefore not meet the criteria.

Low VMT Area Screening: VMT statistics were obtained from CCTA. Based on correspondence with CCTA staff, CCTA states that for screening purposes, developments may assume the project's VMT output would be similar in nature to the existing Citywide VMT per worker. The threshold for screening projects out from further VMT analysis is VMT per employee at 15 percent below the regional average (i.e., Bay Area region VMT per worker), in other words, 85 percent of the regional average. The Citywide VMT per worker is 13.6. The average Bay Area region VMT per worker is 15.6. When a 15 percent reduction is applied to the average Bay Area VMT per worker, the significance threshold is 13.2 VMT per worker. Since the Citywide VMT per worker of 13.6 is greater than regional VMT per worker of 13.2, the project is not considered to be in a low VMT area and does not meet the low VMT area screening criteria.

Small Projects Screening: The project is greater than 10,000 square feet of non-residential space and would therefore generate more VMT than CCTA's recommended threshold. OPR's Technical Advisory utilizes a threshold of 110 daily trips for small projects. Table 3.17-2 summarizes the project's estimated trip generation.

As shown in Table 3.17-2, the project would generate approximately 513 daily trips, which is greater than OPR's Technical Advisory threshold of 110 daily trips. Therefore, the project does not meet the small project screening criteria.

Table 3.17-2: Project Trip Generation

Category	Amount	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Trip Rates									
All Suites Hotel	--	Rooms	0.18	0.16	0.34	0.17	0.19	0.36	4.46
Trip Generation									
All Suites Hotel	115	Rooms	21	18	39	20	22	42	513
Total			**21**	**18**	**39**	**20**	**22**	**42**	**513**

Notes: Institute of Transportation Engineers Trip Generation Handbook 10th Edition, Land Use Code 311.

Local Serving Use: The project would be a local-serving use as discussed in Section 3.17.3. Note that a hotel use is not directly addressed in OPR's Technical Advisory or CCTA's Draft Methodology; therefore, multiple methodologies were considered to determine the appropriate criteria, metrics, and thresholds appropriate for this analysis. Several agencies throughout California have adopted a hotel use (a non-destination hotel) as a local-serving use. CCTA staff was consulted and provided guidance on different methodologies, one of which is the hotel being a local-serving use.

3.17.3 Environmental Impact Analysis

This section discusses potential impacts to recreation associated with the proposed project and provides mitigation measures where necessary.

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

Impact Analysis
The project does not conflict with the General Plan, any program plan, ordinance, or policy addressing the circulation system. The project does not propose to amend or adjust roadway classifications, roadway network, transit routes, or bicycle network as identified under the environmental setting (i.e., existing conditions) and future conditions as identified in the General Plan.

The project would enhance the pedestrian experience along Loveridge Road and throughout the project site with new curbs, gutters, sidewalks, signing, lighting, and striping.

During construction, existing bicycle facilities in the project area would not be affected by project-related construction activity except for limited circumstances. Therefore, the project construction would not cause a conflict with a program plan, ordinance, or policy related to the circulation system, including transit, roadway, bicycle, and pedestrian facilities and the project would have a less than significant impact.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact TRANS-2	**Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

Impact Analysis
The project's VMT was evaluated using the screening criteria per CCTA's draft methodology and the project meets the criteria of a local-serving use.

To determine if the project is a local-serving use, the following project characteristics are considered:

- The project's location (i.e., infill versus outskirt development)
- Type of hotel and reason for guest stay (i.e., general hotel, all-suites hotel, resort hotel, etc.)
- The availability of similar hotel facilities within the City
- The surrounding land uses (i.e., walkable to dining, shopping, employment, etc.)

Project Location

The project site is currently vacant with developed parcels immediately north, south, east, and west of the site. The majority of land within a 1-mile radius is developed. Therefore, the project can be categorized as an infill development. Generally, infill projects are anticipated to lead to short-distance trips and reduced VMT in comparison to developments on the outskirt of the City due to its high accessibility to other destinations. Therefore, the project location is consistent with the characteristics of a local-serving use as described in CCTA's screening criteria.

Hotel Type and Reason for Guest Visit

Hotels are typically categorized by the room type, amenities provided, and common reason for guest stay. The ITE Trip Generation Handbook utilizes categories such as a general hotel, business hotel, all-suites hotel, resort hotel, and motel. The general hotel category includes facilities such as restaurants, cocktail lounges, meeting and banquet/convention facilities, recreational facilities, and retail/service shops. An all-suites hotel typically includes a restaurant and lounge, small meeting space, and rooms include a sitting room separate from the bedroom. A business hotel is aimed at the business traveler but also accommodates recreational travelers and includes breakfast buffets, provides fewer supporting facilities in comparison to hotels and suite hotels, and are usually smaller in size. A motel often includes a restaurant and does not provide supporting facilities. Lastly a resort hotel includes restaurants, cocktail lounges, retail shops, and guest services and caters to tourist and vacation industry by providing a wide variety of amenities and programs. Based on the descriptions provided from the ITE Trip Generation Handbook, the project is best characterized as an all-suites hotel with hotel guests that are typically in

town to visit family, business, or on their way to another destination. The project would generate a small/negligible amount of employee trips but is not anticipated to generate guest trips as a unique destination of its own. Rather, the hotel would serve as a convenient place to stay while in town and trips can be presumed to remain short-distance trips and trips that are linked to other destinations. Therefore, the project hotel type and reason for guests' visits would meet the characteristics of a local-serving use as described in CCTA's screening criteria.

Hotel Availability

The City currently has one hotel (Hampton Inn & Suites) and three motels in the vicinity of the project site. The existing hotel is located approximately 0.5 mile north of the proposed project site, demonstrating an existing need/demand for local hotel facilities in the area. If the existing hotel is fully occupied, the nearest comparable hotels are located in the City of Antioch, approximately 2 miles east from the project site (see Figure 3.17-4 for locations). The project would provide a place for visitors to stay in the City, reducing the length of travel when compared to the distance if required to stay at a hotel in the City of Antioch. Therefore, based on the availability of comparable hotels in the area, the project meets the characteristics of a local-serving use as described in CCTA's screening criteria.

Surrounding Land Uses

The project site is located in an ideal location with easy (walking) access to dining, shopping, and business. North of the site are industrial/employment uses. West of the site are high-density residential and industrial/employment uses. South of the site are high-density residential apartments, commercial businesses, and a restaurant. East of the site is a large commercial center anchored with a Walmart store and numerous dining, retail, and service shops. Guests staying at the hotel would be able to easily walk to these destinations, reducing VMT when compared to a hotel that does not have these surrounding land uses. Therefore, based on the surrounding land uses, the project meets the characteristics of a local-serving use as described in CCTA's screening criteria.

Conclusion

The project meets the screening criteria for a local-serving use. The project location, hotel type, availability of comparable hotels in the City, and surrounding walkable land uses is anticipated to reduce vehicle trip lengths and could replace vehicle trips with walking trips. Therefore, the project meets the characteristics of a local-serving use as described in CCTA's screening criteria and is presumed to have a less than significant impact on VMT. Since the project would have a less than significant impact at the project level, the project would have a less than significant impact at the cumulative level per CCTA's draft methodology and OPR's Technical Advisory.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

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

The project would not substantially increase hazards due to a geometric design feature or incompatible uses. The project would construct two 26-foot-wide site access driveways along the northeast and southeast ends of the project site. The northerly driveway would connect directly to Loveridge Road, and the southerly driveway would connect to an existing driveway with direct access to Loveridge Road. Vehicles would be able to enter and exit the project from either driveway. The project would construct these site access driveways in accordance with City design standards. Driveway designs are to be reviewed and approved by the City Engineering Division. Final construction is also dependent upon inspection and approval by the City Engineering Division.

During construction, traffic management plans would be implemented to ensure the safety of roadway users accessing Loveridge Road. The project would comply with the City's Traffic Control Plan Requirements for work area traffic control for work performed in the City's right-of-way.

There would be no incompatible uses introduced to the project area that could cause vehicle conflicts (e.g., farm equipment). Therefore, the project would not substantially increase hazards due to a geometric design feature or incompatible uses, and the impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

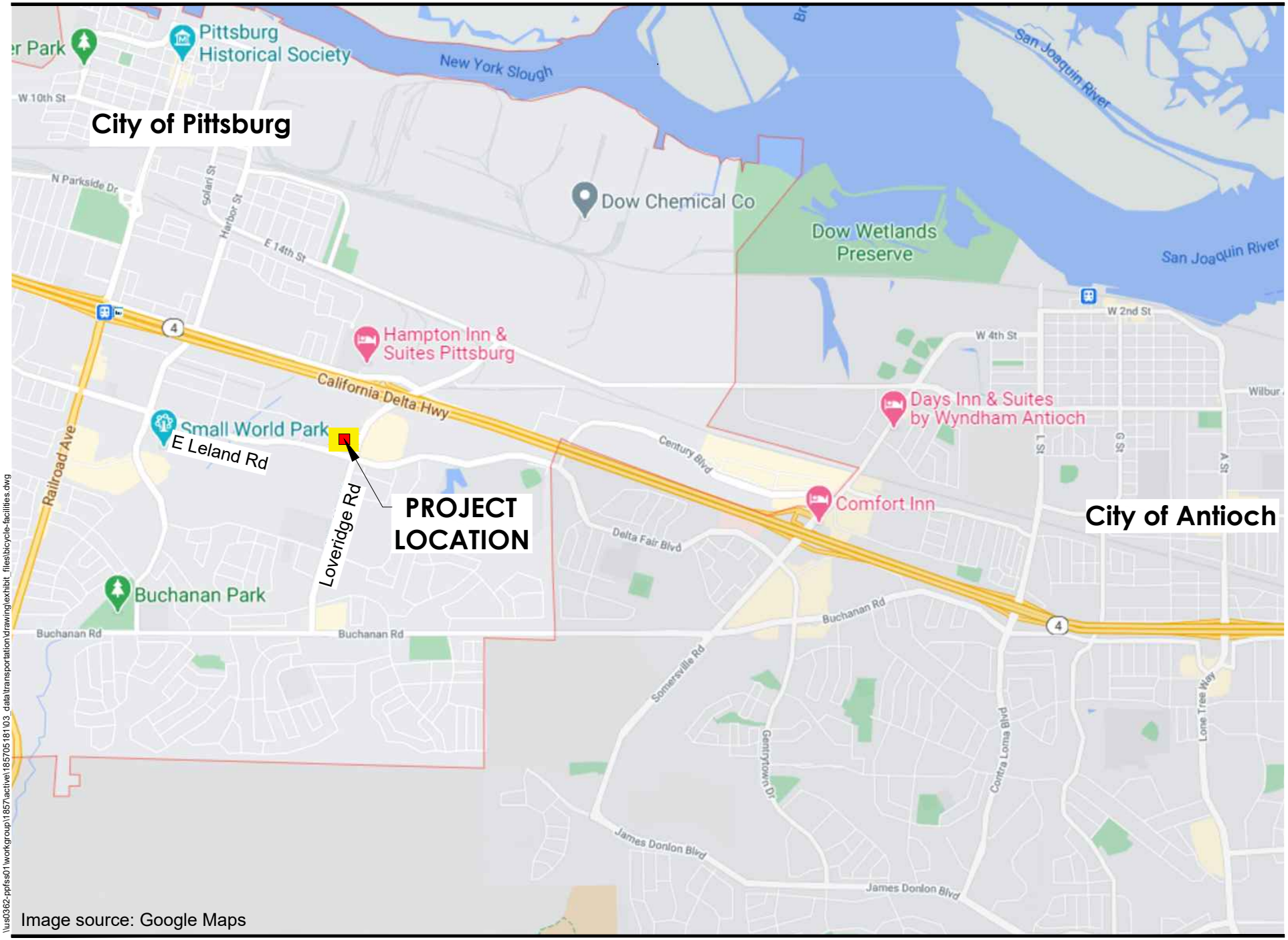

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Figure 3.17-4

Project in Relation to Comparable Hotels

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Impact TRANS-4 Result in inadequate emergency access?

The project would not result in inadequate emergency access. Development of the project site would not alter or impede emergency response routes or plans set in place by the City.

The project driveways are designed to comply with turning radius requirements for emergency vehicles and would not cause hazardous driving conditions. The project's detailed design would be completed in compliance with California Fire Code requirements and not impair emergency vehicle access in the vicinity of the project during construction and in ongoing operation. Compliance with the California Fire and Building Codes would be mandated through the plan check and approval process. This process would also ensure that adequate access for emergency services is provided and the City's emergency operations plan would be upheld during construction. The project would not result in inadequate emergency access and there would be no impact.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

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3.18 TRIBAL CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined by Public Resources Code section 21047 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.1 Environmental Setting

This section describes potential tribal cultural resources in the project site, defined as the project site and a 0.25-mile radius around the project site, and evaluates potential impacts to these resources from the construction and operation of project facilities. Under CEQA, local tribes and tribal representatives are the authority for identifying tribal cultural resources.

AB 52

AB 52 mandates consideration of Native American culture as part of the CEQA process. The goal of AB 52 is to promote involvement of California Native American tribes in the decision-making process when it comes to identifying resources of importance to their cultures and developing mitigation for impacts to these resources. To reach this goal, AB 52 establishes a formal role for tribes in the CEQA process. CEQA lead agencies are required to consult with tribes about potential tribal cultural resources in the project site, the potential significance of project impacts, the development of project alternatives, and the type of environmental document that should be prepared. AB 52 specifically states that a project that may

cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment.

Ethnographic Context

The project is within the traditional tribal territory of the Bay Miwok, or *Saclan*, one of the five linguistic divisions of Eastern Miwok peoples (Levy 1978; Kroeber 1925; Map 1). Linguistic evidence suggests that the Eastern Miwok have inhabited the region for a long period of time, perhaps as early as the Middle Horizon of California prehistory (4,000 to 1,500 year before present) (Levy 1978; Breschini 1983). Around the time of European contact, the Bay Miwok occupied the eastern portions of Contra Costa County from Walnut Creek to the Sacramento-San Joaquin Delta (Levy 1978).

The foremost political unit of the Bay Miwok was the tribelet, an independent nation with defined geographical boundaries. Within their territory, each tribelet occupied one or more semi-permanent settlements and several seasonally occupied camps. Members of the tribelet moved between camps to fish, hunt, and gather resources as they became locally available (Levy 1978). The closest ethnographic village is *Chupcan*, which is over 4.5 miles south/southeast of the project site; however, knowledge of individual tribelets and settlement locations is fragmentary due to rapid depopulation and relocation occurring throughout the 19th century (Levy 1978).

Within villages and camps, Miwok structures at lower elevations usually consisted of conical wood pole frames thatched with brush, grass, or tules (*Schoenoplectus acutus* and *californicus*). Larger semisubterranean and circular brush structures were also constructed for communal use at village sites, and granaries were built for the storage of gathered food, primarily acorns from several types of oak (*Quercus spp.*) (Levy 1978). The Bay Miwok also collected buckeye (*Aesculus californica*), hazelnut (*Corylus cornuta*), and pine nuts from digger pine (*Pinus sabiniana*) and sugar pine (*Pinus lambertiana*). A wide variety of seeds were also collected when available. Important terrestrial animal foods included mule deer (*Oedocoileus hemionus*), tule elk (*Cervuus nannodes*), and pronghorn antelope (*Antilocapra americana*). Salmon and trout (*Oncorhynchus spp.*), sturgeon (*Acipenser transmontanus*), and lamprey (*Lampetra tridentata*) were also important food species for all divisions of the Eastern Miwok (Levy 1978) and would have been especially important for indigenous peoples in the vicinity of the project site due to local environmental conditions and the proximity of wetlands (Tang 2009).

After initial contacts with Spanish explorers, the Bay Miwok were among the first indigenous people to be gathered into the Spanish missions. Subsequent influxes of Euro-Americans drove many of the remaining native inhabitants to hide in the delta, and later conflicts ended with the confiscation of Miwok lands by the United States government. Miwok populations, estimated to have been around 19,500 in 1808, rapidly declined to around 670 by 1910 (Cook 1943).

3.18.2 Methodology

To identify tribal cultural resources, Stantec prepared a cultural resources assessment (Appendix C) and the City completed AB 52 consultations. Available literature obtained through a record search performed at the NWIC of CHRIS was consulted for background information, ethnographical information, and to

identify any previously recorded archaeological tribal resources in the project site. A Stantec archaeologist performed a pedestrian survey of the project site to identify any potential archaeological cultural resources present in the project site that had not been recorded during previous studies.

Stantec also contacted the NAHC on January 14, 2021, to request a search of the Sacred Lands File for tribal cultural resources in the project site. A search of the NAHC Sacred Lands File was completed on January 26, 2021, and there was no indication of the presence of Native American cultural resources in the project site.

AB 52 Consultation Results

Under AB 52, the City is responsible for conducting AB 52 tribal outreach by sending a letter to tribes that have previously expressed an interest in participation by written request. Pursuant to the statute, tribes are required to respond in writing within 30 days.

On January 11, 2021, the City mailed letters to all tribes who requested to be consulted on City projects under AB 52. Follow-up phone calls were made to these tribes on January 25, 2021. The tribes contacted are listed below:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- The Confederated Villages of Lisjan
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlo North Valley Yokuts Tribene Indian Tribe of the SF Bay Area
- The Ohlone Indian Tribe
- Wilton Rancheria

On January 13, 2021, the Confederated Villages of Lisjan requested the NWIC cultural resource records search results and NAHC Sacred Lands File results. These results were sent to the Confederated Villages of Lisjan. After review of these materials, the Confederated Villages of Lisjan did not have any further comment on the project but requested to be contacted should there be any inadvertent finds during project construction. On February 3, 2021, the Wilton Rancheria sent an email stating they had no concerns on this project but asked if an inadvertent discovery occurs during construction that the tribe be notified. The other tribes contacted either did not respond or did not have any concerns with the proposed project. An AB 52 correspondence record can be found in Appendix C.

3.18.3 Environmental Impact Analysis

This section discusses potential impacts on tribal cultural resources associated with the proposed project and provides mitigation measures where necessary.

Impact TRIB-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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

Impact Analysis

No known tribal cultural resources were identified in the project site or within 0.25 mile of it during the archival records search and literature review performed as part of the cultural resources inventory. A field survey of the project site did not identify any archaeological tribal resources in the project site. As discussed above, a search of the NAHC Sacred Lands File did not indicate the presence of Native American cultural resources in the project site. Tribes contacted as part of the AB 52 consultations either did not respond or did not have any concerns with the proposed project.

However, subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered unique tribal cultural resources. The proposed project would incorporate Mitigation Measure CUL-1, which requires implementation of standard inadvertent discovery procedures to reduce potential impacts to previously undiscovered subsurface unique tribal cultural resources. Additionally, if previously undiscovered human burial sites are found on the project site, the proposed project would be required to implement Mitigation Measure CUL-2. With implementation of Mitigation Measures CUL-1 and CUL-2, potential impacts to tribal cultural resources would be reduced to a less than significant level.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures CUL-1 and CUL-2 are required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

Wastewater Collection/Treatment

City wastewater is collected and treated at the Delta Diablo Wastewater Treatment Plant (WWTP), which is operated by the Delta Diablo Sanitation District (DDSD). The DDSD owns and operates regional interceptors and the sewage treatment plant located north of the Pittsburg-Antioch Highway. Wastewater from developments south of SR4 enters the DDSD interceptor system on Pittsburg-Antioch Highway (City of Pittsburg 2001). According to the City's Urban Water Management Plan (UWMP) in 2015, Delta Diablo collected 14,169 AF of wastewater, with approximately 49 percent of the treated wastewater used for recycled supply for various uses. The remaining treated wastewater is disposed of through a river outfall into the Delta at New York Slough. DDSD does not have wastewater flows broken down by City for its service area; therefore, it is impossible to report volumes of wastewater treated for Pittsburg alone. In 2015, the WWTP had an average dry weather capacity of 19.5 million gallons per day (mgd). Delta Diablo is anticipating an increase in the capacity of its WWTP to 25.3 mgd at full-service area built-out.

The proposed project would connect to the existing 18-inch wastewater main in Loveridge Road. All sewer distribution improvements would be constructed and designed in accordance with the City's Sewer Standard Details and Specifications, and Sewer Design Standards.

Stormwater Management

The City's drainage system is comprised primarily of channelized creeks fed by groundwater, surface runoff, and underground storm drains. Stormwater from the City flows directly to the San Joaquin River and Delta without treatment. The City does not have any stormwater recovery systems nor use stormwater as part of its potable or non-potable supply systems (City of Pittsburg 2016).

The Clean Water Act prohibits the discharge of pollutants to navigable waters from a point source unless authorized by an NPDES permit. The SWRCB is responsible for issuing NPDES permits to cities and counties through RWQCBs. The City is part of the Contra Costa Clean Water Program (Contra Costa Permittees) and is subject to Municipal Regional Stormwater NPDES Permit No. CAS612008. The City is also subject to Chapter 13.28 of the Municipal Code, Stormwater Management and Discharge Control, which is intended to protect and enhance the water quality in the City's watercourses pursuant to, and consistent with, the Porter-Cologne Water Quality Control Act and the Federal Clean Water Act. Every application for a development project is required to create and implement a stormwater control plan that meets the criteria of the Contra Costa Clean Water Program Stormwater Section C.3 Guidebook.

The project would convey the onsite storm water to the localized low point at the northwest corner of the proposed parcel via a an 18-inch storm drainpipe. The 18-inch storm drainpipe would connect to an existing 18-inch storm drain which connects to an existing 24-inch storm drainpipe that eventually sheet flows on Loveridge Road flowing north to the inlet at the northwesterly side of Loveridge just before the highway 4 offramp.

The proposed project would create approximately 69,400 square feet of impervious surface; it would also include approximately 27,500 square feet of pervious surface consisting of landscaping and a bioretention basin along the project site boundary. The bioretention basin would collect impervious surface runoff prior to entering the piped storm drain system.

Water Supply

Pittsburg obtains raw water from the CCWD, through the CVP. The primary source of water for residents of the CCWD is the Sacramento-San Joaquin Delta. CCWD has a contract with the USBR for 195,000 AFY of CVP water. The City also supplements its CCWD water supply with two wells that extract groundwater from the Pittsburg Plain Groundwater Basin. The total amount of water pumped by the City from the Pittsburg Plain Groundwater Basin in 2015 was 1,180 AFY. The City operates its own water treatment plant and associated infrastructure. The Pittsburg treatment plant currently operates at 16 to 18 mgd for City accounts. Although it is restricted to 24 mgd by state Health Department permitting and stringent water quality regulations, the plant has hydraulic design capacity of 32 mgd. Treated water is distributed throughout Pittsburg via a 122-mile system of pipeline, in addition to several pump stations and seven reservoirs (City of Pittsburg 2001). Recycled water is also used within the City for industrial

and irrigation purposes. In 2015, total recycled water use was 7,060 AF, with 449 AF used for irrigation purposes and 6,611 AF for industrial uses (City of Pittsburg 2016).

The City's 2015 UWMP calculates the past, current, and projected water use and water supply through 2040. The City's potable and raw water demand for 2015 was 8,772 AFY, which equates to a daily per capita water use of 116 gallons per capita per day. In addition, there was a demand for 6,657 AFY for recycled water, which equates to a total water demand of 15,329 AFY. The City's 2015 UWMP projects that there would be a demand of 13,017 AFY of potable and raw water as well as 6,757 demand of recycled water, totaling 19,774 AFY. The City obtains 85 to 95 percent of its water supply from CCWD pursuant to a contractual arrangement allowing the City to obtain such quantity of water as is necessary to meet its needs, subject to rationing restrictions in the event of drought or other extraordinary circumstances. CCWD's future supply projections indicate adequate availability of surface water sources delivered through its contract with the USBR, along with other available sources and short-term purchases under normal conditions (City of Pittsburg 2016).

Solid Waste

Solid waste pickup and disposal for Pittsburg is provided by Pittsburg Disposal Services (PDS). Residential and commercial solid waste is disposed at Potrero Hills Landfill, located east of Suisun City, while non-recyclable industrial waste is transported to Keller Canyon Landfill, located southeast of City limits within the Planning Area. A voluntary curbside recycling program is in place in Pittsburg and is operated by PDS. Recyclables are picked up once a week along with regular waste, and then processed at a facility owned by PDS. In addition, yard waste collection services are provided every other week (City of Pittsburg 2001).

The California Department of Resources Recycling and Recovery (CalRecycle) has allocated to the City a population-based disposal rate target of 6.7 pounds of waste per person per day for residents and employment-based target of 40.0. As of 2019, the City's population-based disposal rate was 6.2 pounds per person per day and the employment-based rate was 29.5, which is below the CalRecycle target (CalRecycle 2019a).

According to CalRecycle, the maximum permitted throughput at Potrero Hills Landfill is 4,330 tons per day. The total capacity of the landfill is 83.1 million cubic yards. The landfill currently has 13.9 million cubic yards of capacity remaining and is projected to cease operation by 2048 (CalRecycle 2019b).

Electric Power and Natural Gas

PG&E provides electric power and natural gas services to the City.

3.19.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan. The following impact discussions consider the impacts of the proposed project related to utilities and service systems in the City.

3.19.3 Environmental Impact Analysis

This section discusses potential impacts related to utilities and service systems associated with the proposed project and provides mitigation measures where necessary.

Impact UTIL-1	**Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Impact Analysis

Wastewater Treatment

The proposed hotel would include 115 guest rooms and provide onsite guest amenities, including an outdoor swimming pool, fitness room, and dining/community gathering room. The proposed project would also include 119 onsite surface parking spaces, approximately 27,500 square feet of landscaping, and installation of utilities.

The proposed project would connect to the existing 18-inch wastewater main running west to east within an easement across the existing commercial portion of the parcel to the north, which will be separated into an additional parcel separate from the proposed hotel site as a part of the development. All sewer distribution improvements would be constructed and designed in accordance with the City's Sewer Standard Details and Specifications, and Sewer Design Standards. The proposed project is expected to generate approximately 25,488 gpd (0.025 mgd) of peak wastewater flow. The project site is zoned for development in the General Plan and the proposed project would result in a less intensive use upon approval of zone change from Industrial Park to Community Commercial. While the project is not anticipated to require additional wastewater main capacity, if additional wastewater main capacity is necessary beyond the existing 18-inch wastewater main, another wastewater line is located to the south of the project and, if needed, could provide additional capacity via a split flow between the two existing wastewater mains. Therefore, existing wastewater main infrastructure have sufficient capacity and no off-site improvements are required prior to development.

Wastewater generated by the proposed project would be treated by the Delta Diablo WWTP. According to the Delta Diablo Brochure written in 2017, Delta Diablo's average daily wastewater flow was 13.5 mgd; the plant is permitted to treat up to 19.5 mgd (Delta Diablo 2017). The DDSD has adopted a district Master Plan that includes phased treatment plant expansion to ultimately provide 24.0 mgd capacity in order to accommodate General Plan buildout for the communities of Pittsburg, Antioch, and unincorporated Bay Point (City of Pittsburg 2001).

The proposed project estimated wastewater generation would represent less than 1 percent of the Delta Diablo WWTP's capacity and would allow the facility to continue to operate at its current flow rate. Therefore, the available capacity of the WWTP would accommodate the wastewater treatment requirements of the proposed project. In addition, the proposed project would be required to pay a sewer service charge under Chapter 13.24 of the Municipal Code. This fee would be used by the City to finance

the construction, rehabilitation, improvement, repair, or replacement of any portion of the City's sewer system. Payment of the fee, as well as implementation of the City's Sewer Standard Details and Specifications, and Sewer Design Standards, would mitigate impacts to wastewater treatment. The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities and the impacts would be less than significant.

Water Treatment

The proposed project would connect to the existing 18-inch service main on Loveridge Road. The proposed project is expected to generate a peak water demand of approximately 26,222 gpd (0.026 mgd). All water for the proposed project would be provide by the City.

The 2015 UWMP analyzed the water demand for the City through the year 2040 and determined that CCWD would be able to meet 100 percent of the City's projected demands for purchased water. The UWMP has calculated that during normal year conditions, the projected demand totals for water supply would be less than projected available supply, which would lead to an adequate amount of water needed to serve project buildout. The General Plan estimated that in 2020 at full build-out, the average daily demand for water would be 16.8 mgd with a total demand of 6,132 million gallons per year. The proposed project would generate a total peak water demand of 0.025 mgd, which would be less than 1 percent of the build-out demand. The project site is already contemplated for development in the General Plan buildout. In addition, the proposed project would result in a less intensive use as a community commercial zoning instead of an industrial use zoning. Therefore, it is reasonable to assume that the City's water demand projections through 2040 have adequate supplies to serve the proposed project. Moreover, water system installation for the project site would be designed and constructed in accordance with CCWD and the City's specifications and the California Green Building Standards Code. The applicant would also pay any fees associated with installation of a new water system. Chapter 13.10 of the Municipal Code requires the payment of the CCWD's Facilities Reserve Charge for any new water meters installed. The proposed project would not require or result in the relocation or construction of new or expanded water treatment facilities and the impacts would be less than significant.

Stormwater Drainage

The project would convey the onsite storm water to the localized low point at the northwest corner of the proposed parcel via a an 18-inch storm drainpipe. The 18-inch storm drainpipe would connect to an existing 18-inch storm drain which connects to an existing 24-inch storm drainpipe that eventually sheet flows on Loveridge Road flowing north to the inlet at the northwesterly side of Loveridge just before the highway 4 offramp. The proposed project would create approximately 69,400 square feet of new impervious surface; it would also include approximately 27,500 square feet of pervious surface consisting of landscaping and a bioretention basin along the project site boundary. The bioretention basin would collect impervious surface runoff prior to entering the piped storm drain system.

The proposed storm drainage improvements would be designed and constructed in accordance with the City's specifications. The proposed project would be subject to Chapter 13.28 of the Municipal Code requiring compliance with the City's NPDES Permit and regulations set by the City to protect and enhance the water quality in the City's watercourses pursuant to and consistent with the Federal Clean

Water Act and the Porter-Cologne Water Quality Act. Implementation and compliance with all City regulations and construction of a bioretention basin along the project boundary would offset the demand on the City's stormwater drainage facilities and would not require the construction of new or expanded storm drainage facilities. Therefore, impacts to stormwater facilities would be less than significant.

Electric Power and Natural Gas

PG&E is the electric and natural gas provider to the City. As part of the proposed project, electrical and gas connections would be made with existing facilities located onsite. The proposed project and future development would be subject to more stringent energy efficiency standards through updates of the California Green Building Code and Title 24. No new expanded facilities would be required for electric and natural gas facilities that could potentially cause a significant environmental impact. Therefore, impacts to electric power and natural gas facilities would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact UTIL-2	**Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Impact Analysis
The City's 2015 UWMP calculates the past, current, and projected water use and water supply through 2040. The 2015 UWMP calculated the City's 2015 available water supply was 15,428 AFY and calculated the projected water supply available in 2040 to be 21,117 AFY. Based on these calculations, CCWD estimates that it can meet 100 percent of the City's projected water demands in normal years. The UWMP also calculates the water availability during dry and multiple dry years. During single dry years, it is projected that there would be a surplus of supply through 2040. When comparing total supply available in multiple dry years to projected demand totals, the third year of the multiple dry year period in 2035 and 2040 is the first time the City is expected to see a supply deficit. However, for this analysis the groundwater supply has been assumed to be at the average 1,343 AFY of groundwater extraction between 1993 and 2015. However, the maximum annual extraction in this period was 2,092 AF in 2008, so additional groundwater could be used to account for supply deficits in multiple dry years (City of Pittsburg 2016).

The City and CCWD have demonstrated in recent years that, during extended dry periods, they can address deficits by reducing demand in their service areas. One way the City has addressed potential deficits is by developing a water shortage contingency plan that would be implemented during declared water shortages. This plan includes voluntary and mandatory rationing during water supply shortages as well as consumption reduction methods and penalties and charges for violation of regulations and

restriction on water use (City of Pittsburg 2016). The UWMP has estimated that the City would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future developments during normal, dry, and multiple dry years. Therefore, there would be a less than significant impact.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact UTIL-3	**Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Impact Analysis
Wastewater generated by the proposed project would be treated at the Delta Diablo WWTP. The average dry weather capacity at WWTP when the 2015 UWMP was created was at 19.5 mgd. However, Delta Diablo's average daily wastewater treatment flow was only 13.5 mgd in 2016, which is below the permitted capacity. Delta Diablo anticipates an increase in the capacity of its WWTP to 25.3 mgd at full-service area build-out. In 2015, Delta Diablo reported the volume of wastewater collected from the full-service area to be 14,169 AFY, which translated to approximately 12.6 mgd. Delta Diablo does not have wastewater flows broken down by city for its service area; therefore, it is not possible to calculate these same volumes for Pittsburg alone.

Based on land use and standards demand factors, the proposed project is expected to generate approximately 0.025 gpd of wastewater. This equates to less than 1 percent of total available capacity, a less than significant amount. The wastewater treatment provider would have adequate capacity to serve the projected project demand in addition to the provider's existing commitments. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact UTIL-4	**Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Impact Analysis

The proposed project would be expected to generate waste during the construction and operation phases; however, it would not be expected to result in inadequate landfill capacity. Solid waste from the project site would be collected and deposited at the Potrero Hills Landfill. The Potrero Hills Landfill is approximately 525 acres in size, and its total capacity is 83.1 million cubic yards. Currently, the landfill is listed as having a remaining capacity of approximately 13.9 million cubic yards and is expected to operate until 2048 (CalRecycle 2019b).

The proposed project does not involve demolition of structures or require the export of soils from the project site. Any construction waste generated would be minimal and disposed by the project contractor in accordance with the City's established programs that facilitate the diversion and disposal of construction waste. During operation of the proposed project, solid waste would be collected and properly disposed of by PDS. Operation of the proposed project is expected to employ up to five full-time employees. According to CalRecycle, the City's annual per capita disposal rate per employee in 2019 was 29.5 pounds. As shown in Table 3.19-1, Estimated Solid Waste Generation, the proposed project would generate approximately 377.5 pounds of solid waste per day.

Table 3.19-1: Estimated Solid Waste Generation

Project Component		Generation Rate	Pounds per Day	Tons per Day	Tons per year
Hotel Employee Staff	5	29.5 (lbs/person/day)	147.5	0.077	28.11
Hotel Rooms	115	2 (lbs/room/day)	230	0.12	43.8
Total	-	-	377.5	0.20	71.91

Notes:
lbs/person/day = pounds per person per day
Source: CalRecycle 2019a

In 2019, the City disposed of approximately 81,921 tons of waste and the amount of waste from the proposed project would be a marginal fraction of the City's total solid waste. Based on the Potrero Hills Landfill permitted intake of 4,330 tons per day, waste generated by the proposed project would represent approximately less than 1 percent of the landfill's daily capacity. Therefore, the proposed project's contribution to solid waste facilities would result in a less than significant impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact UTIL-5	**Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Impact Analysis

The proposed project would be served by curbside solid waste and recycling services, which are standard services for commercial uses in the City. Solid waste disposal must follow the requirements of the contracted waste hauler and disposal facility, which follows local, state, and federal statutes and regulations related to the collection and disposal of solid waste.

The California Integrated Solid Waste Management Act mandates 50 percent of landfill diversion by the year 2000. Chapter 8.06 of the Municipal Code establishes and implements programs that regulate the collection and disposal of recyclable waste that would help the city meet its mandatory landfill diversion quotas. Chapter 8.06 of the Municipal Code also requires all nonresidential establishments to create a recycling collection plan to be submitted to the City for approval. The proposed project would comply with all applicable local, state, and federal statutes and regulations related to solid waste. Therefore, the impacts related to solid waste would be less than significant as the project would comply with all applicable regulations.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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3.20 WILDFIRE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Environmental Setting

Generally, from June until October, there is a threat of grassland fires in the southern portion of the City where residential and commercial buildings may be near open lands of dry grass material. High winds can intensify the potential for wildland fires (City of Pittsburg 2014). The proposed project is south of SR 4, in the Loveridge Planning Subarea. This portion of the City contains large industrial use and vacant sites, with community commercial, business commercial, and multi-family housing developments. Based on review of Fire Hazard Severity Zone maps developed by CALFIRE, the project site is not within or near a state responsibility area and does not contain lands classified as very high fire hazard severity zones (CALFIRE 2020). According to the U.S. Forest Service (USFS) Wildfire Hazard Potential Map, the risk of wildfire at the project site and in the surrounding area is non-burnable (USFS 2020).

3.20.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, General Plan EIR, and review of CALFIRE's Fire Hazard Severity Zone Map and the USFS Wildfire Hazard Potential Map.

3.20.3 Environmental Impact Analysis

This section discusses potential wildfire impacts on the proposed project and provides mitigation measures where necessary.

Impact WF-1	**Substantially impair an adopted emergency response plan or emergency evacuation plan?**

Impact Analysis
The project site is not in a state responsibility area and does not contain lands classified as being within a very high fire hazard severity zone (CALFIRE 2020). Construction activities are anticipated to be confined to the project site, and no road closures or detours are anticipated. Therefore, project construction and operation activities would not interfere with an emergency evacuation or response plan, and there would be no impact.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact WF-2	**Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Impact Analysis
The project site is within the Loveridge Planning Subarea, which is designated for regionally oriented commercial activities within this area and maintaining industrial activities in appropriate, designated areas. The project site and the surrounding area are relatively flat and in an urbanized area. The project site is not in a state responsibility area and does not contain lands classified as being within a very high fire hazard severity zone (CALFIRE 2020). Furthermore, the risk of wildfire in this portion of the City is classified as non-burnable (USFS 2020). Development of the proposed project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and there would be no impact.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
No Impact.

Impact WF-3	**Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Impact Analysis
The project site is not in a state responsibility area and does not contain lands classified as being within a very high fire hazard severity zone (CALFIRE 2007). The proposed project is within the Loveridge Planning Subarea, which is an urbanized area classified as non-burnable (USFS 2018). The proposed project would develop a 115-room hotel and onsite amenities. The proposed project would also include the construction of two driveways and installation of utilities. The driveways would be 26 feet wide in accordance with CCCFPD's access requirements and provide emergency access at the northeast and southeast ends of the project site, on Loveridge Road. All utilities would be undergrounded and would connect to existing infrastructure in the vicinity of the project site. Construction of the proposed project would be required to comply with all applicable building and safety codes, including the California Building Code and California Fire Code, and all applicable fire safety standards set forth by the City to protect the proposed structures from possible wildfires. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The impact would be less than significant.

Level of Significance Before Mitigation
Less Than Significant Impact.

Mitigation Measures
No mitigation is necessary.

Level of Significance After Mitigation
Less Than Significant Impact.

Impact WF-4	**Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Impact Analysis
The project site is not in a state responsibility area and does not contain lands classified as being within a very high fire hazard severity zone (CALFIRE 2020). Furthermore, as discussed in Section 3.7, Geology and Soils, the project site and surrounding area is relatively flat and not in an area subject to landslides or flooding. As such, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As such, there would be no impact.

Level of Significance Before Mitigation
No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
2. Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

This section discusses mandatory findings of significance.

Impact MFS-1 Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Impact Analysis

As discussed in Section 3.4, Biological Resources, the proposed project would not impact sensitive habitats or species. With implementation of MM BIO-1 and MM BIO-2, the proposed project would not impact nesting raptors or migratory birds, or conflict with the ECCC HCP/NCCP, respectively. Subsurface cultural resources, or human remains could be inadvertently uncovered during ground disturbing activities of the proposed project. However, implementation of standard conditions of approval, and MM CUL-1 and MM CUL-2 would avoid or reduce impacts to cultural resources, including tribal cultural resources, to a less than significant level. Therefore, proposed project impacts would be reduced to less than significant with mitigation measures.

Level of Significance Before Mitigation

Potentially Significant impact.

Mitigation Measures
Mitigation Measures BIO-1, BIO-2, CUL-1, and CUL-2 are required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact MFS-2	**Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Impact Analysis
As described in the discussion of environmental checklist Sections 3.1 through 3.20, the proposed project would have no impact, a less than significant impact, or a less than significant impact with incorporation of mitigation with respect to all environmental issues. The proposed project would be surrounded by existing urban development and is consistent with the proposed General Plan amendment and zone change. The proposed project would result in impacts in the following areas: 1) air quality impacts from TAC emissions, and dust during construction, 2) potential impacts to nesting birds during construction, and consistency with ECCC HCP/NCCP, 3) inadvertent discovery of cultural resources during construction, 3) hazardous materials impacts from potential release of contaminants into stormwater, and 4) short-term noise and vibration impacts to adjacent receptors. These impacts would be minimized by implementation of standard permit conditions and mitigation measures AIR-1, AIR-2, BIO-1, BIO-2, CUL-1, CUL-2, HYD-1, NOI-1, and NOI-2, and would not significantly contribute to cumulative impacts in the area. Impacts related to geologic conditions are site-specific and would be reduced by MM GEO-1. Some of the other resource areas were determined to have no impact or less than significant impact and therefore, would not contribute to cumulative impacts and did not warrant further analysis, such as Mineral Resources and Agricultural Resources. There are no other known projects in development or under consideration that would affect the other resource areas. As such, the proposed project impacts would be less than significant with mitigation incorporated and not cumulatively considerable.

Level of Significance Before Mitigation
Potentially Significant Impact.

Mitigation Measures
Mitigation Measures AIR-1, AIR-2, BIO-1, BIO-2, CUL-1, CUL-2, GEO-1, HYD-1, NOI-1, and NOI-2 are required.

Level of Significance After Mitigation
Less Than Significant Impact with Mitigation.

Impact MFS-3 Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Impact Analysis

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction air quality, hazardous materials, and noise. Implementation of standard permit conditions, General Plan policies, and mitigation measures identified in this ISMND would, however, be reduced to a less than significant impact. No other direct or indirect adverse effects on human beings have been identified.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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