

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

RESOLUTION NO. 01-9519

Resolution Adopting and Approving Findings,)
a Mitigation Monitoring Program and a)
Statement of Overriding Considerations for the)
Approval and Adoption of the Comprehensive)
General Plan Update, "Pittsburg 2020: A)
Vision for the 21st Century" (GP-97-01))

The Pittsburg City Council DOES RESOLVE as follows:

A. On September 2, 1997, the Pittsburg City Council adopted Resolution 97-8504 authorizing City staff to hire a professional consulting firm (Dyett & Bhatia) to conduct a comprehensive update of the City's General Plan and to prepare the Environmental Impact Report (EIR) evaluating the impacts of the policies in the updated General Plan. The prior comprehensive update of the Pittsburg General Plan was conducted in 1988.

B. The General Plan update was to examine and to create land use, transportation, economic development, recreation, safety and resource conservation policies for the entire 15.6 square miles within the City Limits, 2.6 square miles that are within the City's Sphere of Influence (SOI), and the 22.9 square miles within the City's Planning Area.

C. Since the initial presentation to the City Council and the Planning and Leisure Services Commissions on March 9, 1998, the Planning staff and consultant have made numerous presentations and held public workshops, in which alternatives for land use and proposed general plan policies were discussed and evaluated.

D. On July 21, 1999, in compliance with Section 15082 of the State of California Environmental Quality Act (CEQA) Guidelines, a Notice of Preparation of the EIR for the General Plan Update was sent by the City to all responsible agencies.

E. On January 4, 2001, draft copies of the General Plan (the "January Draft General Plan") and EIR were released for public review and comments.

F. On January 23, 2001, the City filed a Notice of Completion of the draft EIR with the Office of Planning and Research, thereby beginning the minimum 45-day public review period required by Section 15105 of the State CEQA Guidelines. Draft EIRs were also mailed to regional agencies and local jurisdictions, and were made available for public review on the City's internet website, and at the Pittsburg Public Library and Community Development Department.

G. Beginning with its regular meeting of February 13, 2001, the Planning Commission held 13 continuous public hearings on the proposed General Plan and nine continuous public hearings on the Draft EIR, at which time the public had the opportunity to review, evaluate and submit oral and written comments on both documents.

H. On March 8, 2001, the Planning Commission decided to extend the public hearing on the Draft EIR, until such time as the Planning Commission considered it appropriate to close the public hearing.

I. On May 22, 2001, the Planning Commission closed the comment period on the Draft EIR. The Commission accepted written comments until May 25, 2001, and directed the Planning staff and consultant to evaluate and address comments received on or prior to that due date.

J. To accommodate additional comments on the Draft EIR, the Planning Commission reopened the public hearing on the Draft EIR, and received additional public comments on the Draft EIR. The Planning Commission then closed the public hearing on the Draft EIR.

K. At the June 26, 2001, regular meeting of the Pittsburg Planning Commission, the Planning Commission held a duly noticed public hearing on the Draft General Plan and EIR, and adopted Resolution No. 9224 recommending that the City Council certify the EIR for the comprehensive General Plan update (GP-97-01).

L. In August, 2001, Dyett & Bhatia acting under direction from the staff and Planning Commission prepared an amended draft General Plan (the "Hearing Draft General Plan") which incorporated the Draft General Plan and certain modifications thereto suggested and determined during the public hearing process. A copy of the Hearing Draft General Plan is attached to Resolution No. 01-9490 as Exhibit A.

M. Notice of the September 4, 2001, City Council public hearing on the Hearing Draft General Plan and EIR was mailed to interested parties, posted, and published on August 24, 2001, in accordance with Section 18.14.010 of the Pittsburg Municipal Code and applicable provisions of state law.

N. On September 4, 2001, the City Council opened a public hearing on the Hearing Draft General Plan and EIR, and in order to accommodate additional time for written and oral testimony, continued the public hearing to September 17, 2001.

O. On September 17, 2001, the City Council held the continued public hearing at which time it received oral and written testimony and reviewed and considered the Final EIR, and moved to return the Hearing Draft General Plan to the Planning and Community Advisory Commissions for further review, specifically review and modification of certain land use classifications in the Buchanan, Southwest Hills and Woodlands planning sub areas.

P. On October 2, 2001, the Planning Commission held a public workshop at which it recommended certain modifications to the Hearing Draft General Plan as set out in Exhibit B to Resolution No. 01-9490 (the "General Plan Modifications") and approval of the Hearing Draft

General Plan, as modified, and the Final EIR. The Hearing Draft General Plan, as modified by the General Plan Modifications shall be referred to herein as the “General Plan Update”.

Q. On November 16, 2001, the City Council held a special meeting and prior to acting on this resolution, the City Council adopted Resolution No. 01-9489 certifying the Final EIR, for.

Section 1. Findings

Based on the evidence and oral and written testimony presented at the public hearings, and based on all the information contained in the Community Development Department” files on the General Plan Update and EIR process (incorporated here by reference), including but not limited to the Staff Reports entitled, “Public Hearing on the Comprehensive Update of the City’s General Plan Update, ‘Pittsburg 2020: A Vision for the 21st Century,’ August 2001 (Hearing Draft General Plan), and Consideration and Certification of the Final Environmental Impact Report,” dated September 17, 2001, and the staff report entitled “Public Hearing on the Comprehensive Update of the City’s General Plan Update, ‘Pittsburg 2020: A Vision for the 21st Century,’ August 2001 (Hearing Draft General Plan), and Consideration and Certification of the Final Environmental Impact Report,” dated September 17, 2001, and the staff report entitled “Public Hearing on the Comprehensive Update of the City’s General Plan, ‘Pittsburg 2020: A Vision for the 21st Century,’ August 2001 (Hearing Draft General Plan), and Consideration and Certification of the Final Environmental Impact Report (EIR)” dated November 16, 2001, the City Council hereby adopts the Statement of Findings (Exhibit A, attached and incorporated here by reference)

A. Mitigation of Significant Effects

The Final EIR identified certain environmental effects that could result from approval of the General Plan Update. In accordance with CEQA Guidelines Section 15091(a), potentially significant impacts identified in Section 1 of Exhibit A would be avoided or substantially lessened through implementation of the policies incorporated into the General Plan itself and that will be imposed on development projects. These policies are also listed, corresponding to the potentially significant impacts they would mitigate, in Section 1 of Exhibit A. Policies in the General Plan Update and mitigation measures in the EIR can be imposed upon development projects in the City, by way of agreements or conditions of approval.

B. Unavoidable Significant Effects

The Final EIR identified potentially significant effects on the environment, as indicated in Section 2 of Exhibit A, which would not be mitigated to a level of insignificance after mitigation. In accordance with CEQA Guidelines Section 15903, the City Council has balanced the benefits of the General Plan Update against the unavoidable significant impacts and has determined that specific economic, social, or other benefits of the General Plan Update, which are identified in the Statement of Overriding Considerations (Exhibit B), dictate that the General Plan Update should be approved irrespective of the inability to satisfactorily mitigate said impacts in the best interests of the public health, safety and welfare, and outweigh the potentially significant, unavoidable effects on the environment.

C. Project Alternatives

The *proposed General Plan Update* has been evaluated and compared against the *No Project, County Urban Limit Line (1996), Moderate Hillside Growth, and Infill/Maximum Hillside Preservation* project alternatives described in the Final EIR. The *General Plan Update* (including the General Plan Modifications set out in Exhibit B to Resolution No. 01-9490) is found to be the superior alternative. The *No Project, County Urban Limit Line (1996), Moderate Hillside Growth, and Infill/Maximum Hillside Preservation* project alternatives do not minimize the negative social and natural environmental impacts incurred by the proposed areas of development and do not achieve the beneficial effects identified within the Final EIR. In particular:

1. The *No Project* alternative would continue policies of development as identified in the 1988 General Plan and does not address objectives of Downtown and waterfront revitalization.
2. The *County Urban Limit Line (1996)* alternative would allow development extending to the 1996 County Urban Limit Line (ULL). The 1996 ULL is a straight, arbitrary line that does not reflect underlying geographic or topographic features. This alternative would also create a reduction in the net acreage of parks, as compared with the other alternatives and would not provide for an adequate supply of new housing.
3. The *Moderate Hillside Growth* alternative would not address the objectives of Downtown and waterfront revitalization. This alternative also fails to identify potential sites for new schools in the Planning area, and would create the greatest need among the alternatives for increase in emergency and fire services to maintain adequate service levels. Additionally, this alternative would not provide adequate development of new housing over the planning horizon.
4. The *Infill/Maximum Hillside Preservation* alternative maximizes hillside preservation and infill development within the existing urban edge. This alternative is infeasible because it would also allow new development of commercial and employment areas within wetland/grassland vegetative communities, and focuses development along the northern shoreline areas, where risk of flood and damage from seismic hazards is high. This alternative would also necessitate reuse and intensification of land uses that would result in greater costs from displacement of residents and businesses.
5. Adoption and Approval of General Plan Update by the City Council is deemed preferable to adoption of any of the other alternatives considered in Section 6 of the DEIR or the General Plan as represented in the Hearing Draft General Plan. The General Plan Modifications provide additional land designated Low Density Residential to address and alleviate a demonstrated and pressing need for all types of housing units and still provides extensive protection of hillsides and ridgelines in areas subject to public view from other areas of the City. It will also allow medium density and high density residential development near employment and commercial centers, BART stations and the Downtown Core.

D. Statement of Overriding Considerations

The City Council adopts the Statement of Overriding Considerations (Exhibit B), attached and included here by reference.

E. Location of Record

Documents and other material constituting the record of the proceedings upon which the City's decision and its findings are based are located in the City of Pittsburg Planning & Building Department, located at 65 Civic Avenue in Pittsburg, in the custody of Randy Jerome, Acting Director of Planning & Building.

F. Reporting or Mitigation Monitoring Program

The City Council adopts the Mitigation Monitoring Program attached hereto as Exhibit C.

Section 2. Compliance with CEQA

The Council further finds that the City has: (a) eliminated or substantially lessened all potentially significant effects on the environment, where feasible; and (b) determined that any remaining potentially significant effects on the environment are found to be unavoidable and are acceptable due to overriding considerations.

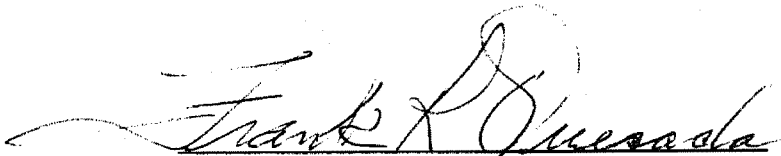
PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 16th day of November, 2001, by the following vote:

AYES: Council Member Aiello, Lewis, Rios and Mayor Quesada

NOES: Council Member Beals-Rogers

ABSTAINED: None

ABSENT: None


Frank R. Quesada, Mayor

ATTEST:


Lillian J. Pride, City Clerk

EXHIBIT A

RESOLUTION 01-9519

**FINDINGS REQUIRED BY CEQA GUIDELINES SECTION 15091 FOR
APPROVAL OF THE
PITTSBURG GENERAL PLAN UPDATE,
“PITTSBURG 2020: A VISION FOR THE 21ST CENTURY.
CITY OF PITTSBURG GENERAL PLAN.”
(Exhibit ‘A’)**

SECTION 1:

**FINDINGS ON POTENTIALLY SIGNIFICANT IMPACTS THAT ARE BEING
MITIGATED TO A LEVEL OF INSIGNIFICANCE**

LAND USE

Impact 4.1-a: *New urban development may be incompatible with adjacent, existing uses.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The General Plan Update provides several policies that would reduce land use conflicts within specific neighborhoods. Primarily, the General Plan Update calls for review of development proposals, to ensure that potentially sensitive uses including homes, schools, and parks are not located adjacent to potentially hazardous uses. Where such potentially sensitive and hazardous uses are in proximity to one another, policies in the General Plan Update require buffering between the uses. Buffering between potentially incompatible uses can include low-occupancy uses such as storage facilities and parking lots, and may also include landscaping and berms to lessen negative visual and noise-related impacts.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 2-P-7 During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.
- 2-P-13 Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.
- 2-P-39 During project review, ensure that all industrial development along public streets and in areas adjacent to Downtown maintain at least a 25 foot wide landscaped buffer (using trees and shrubs for screening) along the street.
- 2-P-41 Encourage the development of office and support uses along street frontages in the

- Northeast River subarea to buffer heavy industrial activities.
- 2-P-53 Ensure that service commercial development along Solari Street provides adequate buffers (such as landscaping and parking areas along street frontage) to reduce conflicts with adjacent residential units.
- 2-P-61 Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.
- 5-P-23 During development review, ensure that transitional buffer areas—such as landscaped berms, parking lots, and storage areas—are placed between new residential units and the BNSF railroad tracks along the southern edge of the West Tenth Street Neighborhoods.
- 5-P-33 Require transitional buffers along the edges of new and redevelopment projects adjacent to the industrial uses east of Downtown. Such buffers may include a combination of landscaped berms, parking areas, pedestrian walkways, and storage facilities.

Impact 4.1-b: Proposed land uses and policies under the General Plan may be inconsistent with land use designations and Urban Limit Line in the Contra Costa County General Plan.

Finding: Although policies addressing the potential effect identified above have been included in the General Plan, this is a less than significant impact.

Facts in support of finding: State law does not require consistency with County growth limits. Additionally, the County Urban Limit Line will expire in 2010, while the City's General Plan Update is intended to guide development through 2020. Therefore, inconsistency with the County Urban Limit Line is considered a less than significant impact.

Policies incorporated into the Project: The General Plan Update includes Policy 2-P-1, which calls for review of the City's Sphere of Influence (SOI) every five years. Coordination with the County and Local Agency Formation Commission (LAFCo) is necessary for any annexation or SOI amendment.

Impact 4.1-c: Reuse and intensification may result in the loss of existing businesses or displacement of residents.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Depending on the funding source, redevelopment projects proposed within the City must comply with applicable State and federal redevelopment laws requiring replacement of lost affordable housing and fair financial compensation for property. The General Plan Update reinforces this fair compensation requirement through a policy that

would provide tenants and property-owners displaced by redevelopment activities with reimbursement according to fair market values and moving costs.

Policies incorporated into the Project: The following policy has been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

2-P-61 Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.

COMMUNITY CHARACTER

Impact 4.2-a: *Patterns of new development may promote stronger connections between schools, parks and creeks, commercial centers, and adjacent residential neighborhoods.*

Finding: No mitigation measures are required because the impact would be beneficial.

Facts in support of finding: Stronger connections between neighborhoods, public spaces, and activity centers—such as Downtown, schools and parks, the Civic Center, retail centers and the BART Station—would promote a stronger sense of community, would improve access throughout the City, and would encourage use of a larger variety of transportation modes including walking, bicycling, driving, and public transit.

Impact 4.2-d: *The General Plan may result in increased public access to the Suisun Bay waterfront from Downtown Commercial Core and local trails/linear parks.*

Finding: No mitigation measures are required because the impact would be beneficial.

Facts in support of finding: As explained under Impact 4.2-a, improved access between Downtown and other Pittsburg neighborhoods contribute to a stronger sense of community in the City. Improved access to the Suisun Bay waterfront would also promote use of the City's linear parks and trails system, and by increasing local and visitor traffic in Downtown, would contribute to the City's efforts to revitalize that area.

Impact 4.2-e: *Increased residential densities and mixed-use development may be incongruous with existing Downtown character.*

Finding: Although mitigation measures addressing the potential effects identified above have

been included in the General Plan, this is a less than significant impact.

Facts in support of finding: Density increases and intensification of uses in Downtown play an important role in the revitalization of Downtown. Nonetheless, policies in the General Plan Update would guide the design of new structures and redevelopment projects in Downtown. As with any new construction or major building renovation, the Planning agency and/or other architectural review commission would review the proposal, to ensure that the building design or renovation uses architectural elements and features that fit appropriately into the existing, historical, pedestrian-oriented Downtown character.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 5-P-2 Emphasize Downtown as Pittsburg's historic center, providing an identity and a sense of place for the entire city by establishing a focused revitalization strategy that integrates the initiatives of the Economic Development Strategy.
- 5-P-27 Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.
- 5-P-29 Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission and Historical Resources Commission.
- 5-P-34 During redevelopment of the West Tenth Street Neighborhoods, require that the grid street network and pedestrian connections be maintained.
- 5-P-36 Retain existing pedestrian-scale lampposts and amenities along sidewalks within Downtown.
- 5-P-39 Encourage developers to orient exterior design elements of Commercial Core structures toward pedestrians (for example: large display windows on street frontage; weather coverings over entryways), and extend the historical flavor of architectural features within the New York Landing Historical District to the intersection of Railroad Avenue and Tenth Street.

Statement of Overriding Considerations: The City finds that there are specific economic, social, legal, technological and other considerations that make infeasible other mitigation measures or alternatives identified in the EIR and that, as explained in the Statement of Overriding Considerations (Exhibit 'D,' included here by reference), the benefits of the General Plan Update outweigh its potential adverse transportation impacts.

TRANSPORTATION

Impact 4.3-b: New urban development and intensification of existing areas may result in increased needs for transit services not available through existing transit services and facilities.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: New residential development in Downtown, Southwest Hills Buchanan and Woodlands planning subareas would increase the local population of transit users. New business commercial and industrial development and/or redevelopment throughout the City would also increase the need for transit by employees of those new businesses and uses. However, policies to improve the current local transit system, including expansion of existing Tri-Delta, County Connection, and Bay Area Rapid Transit (BART) service areas, have also been incorporated into the General Plan Update. While enforcing mitigation measures specific to a proposed development would be the responsibility of the Planning or other appropriate agency, the City should also support efforts of Tri-Delta, Contra Costa Transportation Authority, and BART, in the expansion of their respective transit service areas.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 7-P-26 Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.
- 7-P-27 Support the expansion of the existing transit service area and an increase in the service levels of existing transit. Support increased Tri-Delta and County Connection express bus service to the Pittsburg/Bay Point BART Station to reduce traffic demand on State Route 4.
- 7-P-28 Encourage the extension of BART to Railroad Avenue within the median of State Route 4. Cooperate with BART and regional agencies to develop station area plans and transit-oriented development patterns.
- 7-P-29 Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.
- 7-P-30 Work with Tri-Delta and planning area residents to plan for local bus routes that more effectively serve potential riders within local neighborhoods.

Impact 4.3-c: New urban development may create additional demand for pedestrian and bicycle connections and facilities.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The General Plan's policies call for expansion of and improvements to the existing system of bicycle and pedestrian pathways. The Planning agency reviewing proposals for development within the City shall ensure that safe routes for bicyclists

and pedestrians, or other appropriate mitigation measures, are incorporated into the design of the development. The City's goals should also include improved connections between existing pedestrian and bicycle paths and open spaces, Downtown, and major commercial centers. Provision of safe pedestrian routes and inclusion of bicycle routes within existing parks and greenways are also among the priorities identified in the General Plan.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 7-P-33 Require mitigation for development proposals which result in potential conflicts, or fail to provide adequate access, for pedestrians and bicycles.
- 7-P-34 As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects.
- 7-P-38 Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with City and County open space areas.
- 7-P-40 Ensure provision of sufficiently wide sidewalks and pedestrian paths in all new residential development.
- 7-P-41 Ensure the provision of multi-use trails or trailheads within new hillside developments, preferably connecting to the regional trail network.
- 7-P-42 Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.
- 7-P-43 Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.
- 7-P-47 Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.
- 7-P-49 Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.
- 7-P-51 Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.

AIR QUALITY

Impact 4.4-c: Construction, grading, and excavation associated with new development and reuse may generate dust and other air particulates.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The Bay Area Air Quality Management District has adopted standards for dust abatement on construction sites. A General Plan Update policy calling for installation of fencing around construction sites would also help to slow wind velocities, thereby affecting the amount of soil and dust particles stirred by wind.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 9-P-29 Cooperate with the BAAQMD to achieve emissions reductions for ozone and it's precursor, PM-10.
- 9-P-30 Cooperate with BAAQMD to ensure compliance with dust abatement measures during construction.
- 10-P-5 Ensure that BAAQMD requirements are implemented around construction sites to reduce wind velocity and soil transport at the sites.

PARKS, OPEN SPACE & AGRICULTURAL RESOURCES

Impact 4.5-a: *Future development may create a shortage of neighborhood park facilities accessible to all residents.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: The General Plan Update includes policies that mitigate impacts created by an increase in park demand, by promoting the development of new recreational sites and establishing standards for park development on a per resident basis. Standards for park development address the size of the park (minimum 2 acres), as well as the appropriateness of the proposed park site (sites should be flat and located within residential neighborhoods). To ensure that park facilities are made accessible to all residents, General Plan Update policies call for parks to be located within one half mile of all homes, both newly developed and in older neighborhoods. Policies also encourage open space areas in new commercial and industrial developments.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 8-P-1 Maintain a neighborhood and community park standard of 5 acres of public parkland per 1,000 residents.
- 8-P-2 Pursue the development of park and recreation facilities within reasonable walking distance of all homes.

- 8-P-3 Develop public parks and recreational facilities that are equitably distributed throughout the urbanized area, and provide neighborhood recreation facilities in existing neighborhoods where such facilities are presently lacking.
- 8-P-5 Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.
- 8-P-11 Encourage dedication of fully developed parks rather than in-lieu fees. When in-lieu fees are collected, ensure that they are spent acquiring and developing new park sites or enhancing existing park facilities.
- 8-P-12 Ensure that all parks acquired through dedication are at least 2 acres in size within new residential developments (target 5 acres). Accept smaller visual open space areas in new commercial and industrial development for parkland dedications.
- 8-P-13 Limit parkland dedications to flat, usable parcels within new residential neighborhoods. Ensure that such park sites provide open, grassy areas for informal recreational play (such as football or soccer).

Impact 4.5-b: New residential development in the Southern Hills planning subarea may reduce visual and passive recreational access to surrounding open space areas.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: In addition to policies that address Impact 4.5-a above, the General Plan Update includes policies that mitigate the need for access to recreational facilities from within the southern hills. The Plan encourages development plans in the Hillside Low Density Residential development areas that are designed to preserve and utilize for recreational use the open spaces near the crests of ridges and other natural land features. As an incentive, the General Plan calls for density bonuses to be included into proposed hillside developments in the Hillside Low Density Residential development areas that meet specific standards for maintenance of open space. Additional policies also promote the City's cooperation with developers, Pacific Gas & Electric, and regional agencies such as the East Bay Regional Parks District and the Contra Costa Water District to create a system of trails and other access routes to and within open space areas.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 4-P-15 Minimize the visual prominence of development in the Hillside Low Density Residential development areas by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features.

- 4-P-17 Encourage clustering of Hillside Low-Density units in the Southern Hills planning subarea, with resulting pockets of open space adjacent to major ridgelines and hillside slopes. Allow density bonuses of 10 percent (maximum) for preservation of 60 percent or more of a project's site area as open space.
- 4-P-30 Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.
- 8-P-17 Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.
- 8-P-19 Pursue the development and extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-ways including:
 - *Kirker Creek*. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve.
 - *Contra Costa Canal*. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor.
 - *PG&E Utility ROW*. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.
- 8-P-18 Encourage new residential development in hillside areas to develop public trails and/or trailheads providing connections to other regional and local open spaces.

Impact 4.5-c: *Expansion of residential development into the Southern Hills planning subarea may result in loss of prime farmland, or farmland of statewide or local importance.*

Finding: Although mitigation measures addressing the potential effects identified above have been included in the General Plan, loss of prime farmland or farmland of statewide or local importance is considered a less than significant impact.

Facts in support of the finding: Only a small amount of grazing and/or farm activity actually occurs in the Pittsburg Planning Area. Nonetheless, the General Plan contains policies that preserve lands under Williamson Act contracts (Policy 8-P-21), encourage conservation of open space in new development (Policy 9-P-7), and promote cooperation with local and regional agencies in creation of a regional open-space system in the Southern Hills planning subarea (Policy 9-P-5).

PUBLIC SCHOOLS

Impact 4.6-a: *New residential development in the Planning Area may generate additional student enrollment that would need to be accommodated by Mount Diablo School District.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: Although local school districts are responsible for schools and new school construction, the City should cooperate with the school districts and developers to more closely coordinate new residential development with necessary new school construction and siting.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 8-P-38 Work with Mount Diablo Unified School District to ensure that the timing of school construction and/or expansion is coordinated with phasing of new residential development.
- 8-P-40 As part of development review for large residential subdivisions (greater than 100 units), evaluate the need for new school sites. If needed, encourage subdivision design to accommodate school facilities and cooperate with the school districts in acquisition of those sites.

Impact 4.6-b: New development may generate additional high school student enrollment beyond current capacity.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: General Plan policies encourage the City's support of the efforts of the Mount Diablo Unified School District to meet the need for high school development to serve students within the Planning Area.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 2-P-101 Support efforts by Mount Diablo Unified School District to establish a public high school in Bay Point.
- 8-P-39 Cooperate with MDUSD to identify a possible site for the construction of a new high school facility.

FIRE SAFETY & EMERGENCY

Impact 4.7-a: New development in the hillsides may be exposed to the risk of wildland and urban-interface fire hazards.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: The General Plan Update includes policies to establish and enforce standards, codes, and regulations that promote use of fire-resistant plants and building materials in new hillside development. Policies also call for cooperation with regional agencies such as the Contra Costa Water District and Contra Costa Fire Protection District.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 2-P-27 Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-ft setback with fire-resistant landscaping.
- 2-P-28 Minimize single-access residential neighborhoods in the hills; maximize access for fire and emergency response personnel.
- 11-P-5 Work with Contra Costa Water District in planning the development of new pressure zones as needed to ensure adequate fire flows in hillside areas.
- 11-P-24 Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.
- 11-P-25 Review and amend ordinances that regulate development in potentially hazardous locations to require adequate protection, such as fire-resistant roofing, building materials, and landscaping.
- 11-P-26 Cooperate with Contra Costa County Fire Protection District (CCCFPD) to ensure that new or relocated fire stations are constructed on appropriate sites within the 1.5-mile response radii from new or existing development.

Impact 4.7-b: Some new development in the Southern Hills planning subarea may not be accessible by fire personnel within established response times.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: Along with policies identified under Impact 4.7-a, the General Plan contains a policy to improve emergency access to hillside development by limiting development of residential neighborhoods with single-access entries. The Planning agency is responsible for ensuring compliance with this policy, but should also cooperate with the local County fire district in the siting or relocation of fire stations to serve the hillside

areas.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 2-P-28 Minimize single-access residential neighborhoods in the hills; maximize access for fire and emergency response personnel.
- 11-P-26 Cooperate with Contra Costa County Fire Protection District (CCCFPD) to ensure that new or relocated fire stations are constructed on appropriate sites within the 1.5-mile response radii from new or existing development.
- 11-P-28 Cooperate with CCCFPD in obtaining a site for a new fire station (or replacement for Station 86) south of State Route 4 and west of Bailey Road.

WATER, WASTEWATER & SOLID WASTE

Impact 4.8-a: *New development may increase demand for water, which may exceed the City's existing distribution and treatment capacities.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of the finding: General Plan policies addressing this potential impact require the cooperation of the City with the Contra Costa Water to provide water, and with the Delta Diablo Sanitation Districts to promote use of recycled water. The City's Capital Improvement Program, which is generally reviewed and updated every 2-3 years, also includes improvements, replacements, and/or expansions of the existing system of water mains. Recently passed legislation requires developers to prove adequate water supply before obtaining entitlements, which provides a self-mitigating feature for this impact.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 11-P-2 Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.
- 11-P-4 Work with CCWD to develop a program ensuring adequate provision of raw water supplies during potential emergency water demands.
- 11-P-8 Develop and implement a Recycled Water Ordinance, requiring the installation and use of recycled water supplies from the new DDS Reclamation Plant.

Impact 4.8-b: *New development may generate wastewater flows that exceed collection and treatment capacities available through the City and Delta Diablo Sanitation District (DDSD).*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The City, as part of its Capital Improvement Program, should plan to construct improvements or expansions of its trunk sewer system as necessary to accommodate new development, particularly in the southern hills. Because Delta Diablo Sanitation District provides sewer service and maintenance of the sewer system in the Pittsburg areas, the General Plan policies encourage cooperation with DDSD to plan for necessary expansion of the wastewater treatment plant.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 11-P-11 Work with Delta Diablo Sanitation District (DDSD) in planning the expansion of the wastewater treatment plant.
- 11-P-12 Pursue replacement and/or expansion of the City's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.
- 11-P-15 Work with Delta Diablo Sanitation District (DDSD) to promote the use of recycled water for irrigation of large planted areas, such as business/industrial campus projects, City parks, and street medians.

Impact 4.8-c: New development may generate additional solid waste, as well as demand for recycling and composting services, that may exceed existing disposal capacities.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Pittsburg Disposal Services provides solid waste disposal services to the City. In compliance with General Plan policy 11-P-21 and with Title 8 of Pittsburg Municipal Code, builders and developers of new or remodeled commercial, industrial, and residential structures should incorporate into their proposals facilities and storage areas for recycling programs.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 11-P-20 Work with Pittsburg Disposal Services to increase participation in curbside recycling programs for residential neighborhoods.
- 11-P-21 Promote the importance of recycling industrial and construction wastes.
- 11-P-23 Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.

BIOLOGICAL RESOURCES

Impact 4.9-a: *Expansion of urban land use under the General Plan may result in loss of sensitive habitat areas.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The Planning agency shall be responsible for reviewing all proposals for development in or near sensitive habitat areas. As part of that development review, standards should be implemented that preserve sensitive habitats and wetlands, including establishment of setbacks from creeks and riparian corridors and re-introduction of native species. The City should also ensure compliance with State and federal agencies' regulations for preservation of sensitive habitat and special-status species. To further preserve sensitive habitat areas and wildlife corridors, development proposals should include a gathering of structures, ensuring that large, unbroken blocks of open space remain. The preserved open spaces could be incorporated into the design of the project, as a trail or buffer within of the development area. The City should work with adjacent jurisdictions and regional agencies such as the City of Antioch, Contra Costa County, and the East Bay Regional Park District, to expand the regional open space system in the southern hills, as part of the hillside preservation effort.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 9-P-1 Ensure that development does not substantially affect special status species, as required by State and Federal agencies and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas of identified special status species, as depicted in Fig. 9-1.
- 9-P-2 Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.
- 9-P-5 Work with Contra Costa County, the East Bay Regional Park District, and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grasslands habitat.
- 9-P-7 During the design of hillside residential projects, encourage clustering of housing to preserve large, unbroken blocks of open space, particularly within sensitive habitat areas. Encourage the provision of wildlife corridors to ensure the integrity of habitat linkages.
- 9-P-9 Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources.

- 9-P-13 Ensure that special-status species and sensitive habitat areas are preserved, as required by state law, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.

Impact 4.9-b: Redevelopment and expansion of marine commercial and industrial uses along the Suisun Bay/Delta shoreline may result in degradation of wetlands habitat.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The City's General Plan Update proposes limited development in the wetlands areas along the Suisun Bay/Delta waterfront. In addition to protecting the wetlands environment and wildlife, the Plan encourages restoration of natural resources such as estuaries, tidal zones, and marine habitats. State and federal agencies such as the California Department of Fish & Game and the United States Fish & Wildlife Service also have regulations and permit requirements that govern development of habitat of special status species.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 9-P-1 Ensure that development does not substantially affect special status species, as required by State and Federal agencies and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas of identified special status species, as depicted in Fig. 9-1.
- 9-P-12 Protect and restore threatened natural resources, such as estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.
- 9-P-13 Ensure that special-status species and sensitive habitat areas are preserved during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.
- 9-P-14 Work with industrial property-owners along the waterfront to improve urban runoff and water quality levels within Suisun Bay wetlands.

Impact 4.9-c: New development may result in the introduction and spread of non-native invasive plant species.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Introduction of non-native plant species may often occur during new development. Non-native and invasive species might be planted as part of the landscaping of the project, or might be introduced as part of the grading of the project, when existing native plants may be removed. The Landscaping Ordinance in Title 18 of Pittsburg Municipal Code requires all new developments in the City to have landscaping plans included for review and approval by City staff. The Landscaping Ordinance also includes a list of approved, native plant species. The General Plan Update would reinforce this Ordinance by requiring that all new developments, as a condition of approval, include revegetation of cut-and-fill slopes with native species. The Plan also calls for continued cooperation with Contra Costa Water District, the County and local municipal agencies in the development of a Habitat Conservation Plan for preservation of native species in Contra Costa County.

Policies incorporated into the Project: This potentially significant impact would be mitigated by the following General Plan Update policies and their related programs:

- 9-P-2 Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.
- 9-P-3 Participate in the development of a regional Habitat Conservation Plan (HCP) for preservation of native species throughout Contra Costa County.
- 9-P-8 As a condition of approval of new development, ensure revegetation of cut-and-fill slopes with native plant species.

HISTORICAL & CULTURAL RESOURCES

Impact 4.10-a: *Redevelopment within Downtown may adversely affect identified historic resources within New York Landing Historical District.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Policies in the General Plan Update ensure that new development and redevelopment in Downtown preserve and complement—rather than modify—the historical Downtown environment. Redevelopment proposals within Downtown should be closely reviewed by a Commission of citizens to ensure their compatibility with the historical environment of that subarea. Policies also encourage restoration of existing historical structures, and further allow expansion of the New York Landing Historical District to include structures not currently located in the District.

Policies incorporated into the Project: This potentially significant impact would be mitigated by the following General Plan Update policies and their related programs:

- 5-P-27 Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.
- 5-P-28 Continue the preservation, rehabilitation, and reuse of historically significant structures within the Downtown (as designated in Figure 5-2).
- 5-P-29 Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission.
- 9-P-34 Encourage the preservation of varied architectural styles that reflect the cultural, industrial, social, economic, political and architectural phases of the City’s history.
- 9-P-35 Expand the role of the City’s Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, and acting as the community’s liaison on these issues. However, the role of reviewing development proposals and remodelings in the Historical District should be transferred to the Planning Commission.
- 9-P-37 Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.

Impact 4.10-b: *Excavation and construction associated with future development in the City may disrupt an unidentified prehistoric or archeological site.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant effects identified above.

Facts in support of finding: The General Plan Update policies restrict construction wherever archeological resources are discovered, and limit development in the vicinity of sites with known archeological or historical value. The City would be responsible for enforcing these policies, which are reinforced by State laws requiring archeological resource mitigation and monitoring plans as part of any development proposal.

Policies incorporated into the Project: This potentially significant impact would be mitigated by the following General Plan Update Element policies and their related programs:

- 9-P-39 Ensure the protection of known archaeological resources in the city by acquiring a records review for any development proposed in areas of known resources. If such resources are found, limit urban development in the vicinity or account for the resources.
- 9-P-40 In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered.
- 9-P-41 If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological

investigation to collect all valuable remnants.

HAZARDOUS MATERIALS

Impact 4.11-a: Land use distribution may result in location of additional industrial and other facilities with potential for generating hazardous wastes or spills.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: General Plan Update policies address preventative measures to decrease the risk of physical harm or property damage that may be caused by industrial uses, and also address efforts to identify and clean existing contaminated sites. Land use redesignation of the several industrial properties next to State Route 4—from *Industrial/Business Park* to *Business Commercial* land use—will result in the location of less intensive industries in that area that generate fewer hazardous materials than existing users. Potentially sensitive uses would continue to be regulated through the Planning Commission review and conditional use permit process.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 5-P-33 Require transitional buffers along the edges of new and redevelopment projects adjacent to the industrial uses east of Downtown. Such buffers may include a combination of landscaped berms, parking areas, pedestrian walkways, and storage facilities.
- 10-P-31 Cooperate with other public agencies in the formation of a hazardous-materials team, consisting of specially-trained personnel from all East County public safety agencies, to address the reduction, safe transport, and clean-up of hazardous materials.
- 10-P-32 Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with willing landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.
- 10-P-33 Prevent the spread of hazardous leaks and spills from industrial facilities to residential neighborhoods and community focal points, such as Downtown.

Impact 4.11-b: Expansion of urban land uses and regional roadways may increase exposure to hazardous materials, wastes, and potential spill incidents during transport.

Finding: Mitigation measures have been required in, or incorporated into, the project which avoid or substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Policies in the General Plan Update call for cooperation with other public agencies to decrease the potential risk of damage from transport of hazardous materials. In addition, the City has restricted vehicles that transport of hazardous materials to four designated routes within the City, namely, Loveridge Road, Pittsburg/Antioch Highway, West Tenth Street/Willow Pass Road, and North Parkside Drive.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 10-P-31 Cooperate with other public agencies in the formation of a hazardous-materials team, consisting of specially-trained personnel from all East County public safety agencies, to address the reduction, safe transport, and clean-up of hazardous materials.
- 10-P-34 Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire and emergency personnel are easily accessible for response to spill incidences on such routes.

GEOLOGY, SOILS & SEISMIC HAZARDS

Impact 4.12-a: *New development in the Planning Area may expose residents to landslide, soil slump, and other geologic hazards.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The General Plan Update policies ensure geologic safety through geologic and geotechnical studies prepared in the design phase of project proposals. These studies should evaluate the risk for landslide and other geologic hazards, and should be included in and considered as part of the environmental review of the development proposal. Plan policies also restrict development on slopes greater than 30 percent, establish standards for cut-and-fill slopes, and promote formation of Geologic Hazard Abatement Districts (GHADs) to ensure that geotechnical mitigation measures are maintained and justly financed over the long-term.

Policies incorporated into the Project: This potentially significant impact would be mitigated by the following General Plan Update policies and their related programs:

- 10-P-1 Ensure preparation of a soils report by a City-approved engineer or geologist in areas identified as having geological hazards in Figure 10-1, as part of development review.
- 10-P-2 Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1), and over the 800 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).
- 10-P-3 Regulate the grading and development of hillside areas for new urban land uses.

- Ensure that such new uses are constructed to reduce erosion and landsliding hazards:
- Limit cut slopes to 3:1, except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term.
 - Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes.
 - Ensure revegetation of cut-and-fill slopes to control erosion.
 - Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.
- 10-P-8 During development review, ensure that new development on unstable slopes (as designated in Figure 10-1) is designed to avoid potential soil creep and debris flow hazards. Avoid concentrating runoff within swales and gullies, particularly where cut-and-fill has occurred.
- 10-P-9 Ensure geotechnical studies prior to development approval in geologic hazard areas, as shown in Figure 10-1. Contract comprehensive geologic and engineering studies of critical structures regardless of location.
- 10-P-11 Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.
- 10-P-13 During rehabilitation and redevelopment of industrial properties along the Suisun Bay waterfront, ensure that geotechnical mitigation measures are used to prevent collapse of structures in the event that liquefaction occurs.
- 10-P-14 Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.

Impact 4.12-b: Redevelopment of sites along the Suisun Bay waterfront may subject greater population to liquefaction, tsunami, and other seismic hazards.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Similar to the policies included under Impact 4.12-a above, policies in the General Plan Update require potential developers of waterfront and wetland areas to prepare assessment of potential risks related to liquefaction, tsunami, and other seismic hazards. The soils assessment shall be considered in the development plan review stage, and shall include plans for mitigation of the potential risks identified in the report. Policies also place limitations on the types of uses that should occur in areas with high liquefaction and tsunami risk, identifying hospitals, schools, police stations, and other critical facilities as inappropriate uses for these areas.

Policies incorporated into the Project: This potentially significant impact would be mitigated

by the following General Plan Update policies and their related programs:

- 10-P-1 Ensure preparation of a soils report by a City-approved engineer or geologist in areas identified as having geological hazards in Figure 10-1, as part of development review.
- 10-P-9 Ensure geotechnical studies prior to development approval in geologic hazard areas, as shown in Figure 10-1. Contract comprehensive geologic and engineering studies of critical structures regardless of location.
- 10-P-13 During rehabilitation and redevelopment of industrial properties along the Suisun Bay waterfront, ensure that geotechnical mitigation measures are used to prevent collapse of structures in the event that liquefaction occurs.
- 10-P-17 Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the location of critical facilities, such as hospitals, schools, and police stations, in such areas.

Impact 4.12-c: Development on new and infill sites may subject greater population to ground shaking and other seismic hazards.

Finding: Mitigation measures have been required in, or incorporated into, the project which avoid or substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The Uniform Building Code (UBC) contains seismic mitigation measures. The City's continued efforts to require all new development and building rehabilitation to comply with the UBC will contribute to decreasing the risk of structural damage caused by ground shaking. General Plan Update policies additionally call for buildings to be adequately setback from potentially active faults, and restrict location of critical facilities such as hospitals, schools, and police stations, near such faults.

Policies incorporated into the Project: This potentially significant impact would be mitigated by the following General Plan Update policies and their related programs:

- 10-P-9 Ensure geotechnical studies prior to development approval in geologic hazard areas, as shown in Figure 10-1. Contract comprehensive geologic and engineering studies of critical structures regardless of location.
- 10-P-15 Develop standards for adequate setbacks from potentially active fault traces (as designated in Figure 10-2) for structures intended for human occupancy. Allow roads to be built over potentially active faults only where alternatives are impractical.
- 10-P-16 Ensure compliance with the current Uniform Building Code during development review. Explore programs that would build incentives to retrofit unreinforced masonry buildings.
- 10-P-17 Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the

location of critical facilities, such as hospitals, schools, and police stations, in such areas.

DRAINAGE, FLOODING & WATER QUALITY

Impact 4.13-a: *Land use distribution may result in exposure of new residents near creeks and drainage channels to flooding hazards.*

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: General Plan Update policies have been created to ensure that new buildings are constructed above 100-year floodplains, and to encourage formation of flood control assessment districts for areas located within 100- and 500-year floodplains. Because flooding is often the result of poor drainage, the General Plan Update policies promote improvements to the City's storm drain system, but also encourage tools and methods for on-site water retention. These site-specific drainage alternatives include (but are not restricted to) limiting the amount of impervious surfaces used in a project (for example, through use of pervious concrete, porous asphalt, pavers and cobbles), and integration of vegetated swales, detention ponds, and other pervious design elements into the landscaping of a project.

Policies incorporated into the Project: This potentially significant impact would be mitigated by the following General Plan Update Resource Conservation and Health & Safety Element policies and their related programs:

- 9-P-16 Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include:
- Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period.
 - Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction
- 9-P-17 To prevent additional flood hazards in the Kirker Creek watershed, ensure that new development minimizes paved areas, retaining large blocks of undisturbed, naturally vegetated habitat to allow for water infiltration.
- 10-P-18 Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system appropriate to the project's share of the cumulative effect.
- 10-P-19 Assure through the Master Drainage Plan and development ordinances that proposed new development adequately provides for on-site and downstream mitigation of potential flood hazards.
- 10-P-21 Encourage the formation of flood control assessment districts for those areas within the 100- and 500-year flood plains (as designated in Figure 10-3). Encourage new hillside developments to form flood control assessment districts to accommodate runoff and

- minimize downstream flooding, if determined necessary.
- 10-P-22 Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.
 - 10-P-24 Allow the construction of detention basins as mitigation in new developments. Ensure that detention basins located in residential neighborhoods, schools, or child-care facilities are surrounded by a gated enclosure, or protected by other safety measures.
 - 10-P-25 Ensure adequate minimum setbacks to reduce potential for property damage from storm flooding.
 - 10-P-26 Reduce the risk of localized and downstream flooding and runoff through the use of high infiltration measures, including the maximization of permeable landscape.
 - 10-P-30 Encourage residential development to install post-construction Best Management Practices (BMPs) to minimize runoff from the site to the storm drain system (for example, using permeable surfaces for parking lots, sidewalks, and bike paths, or using roof runoff as irrigation).

Impact 4.13-b: New urban land uses may result in increased non-point-source pollutant levels in stormwater runoff and the regional drainage system.

Finding: Mitigation measures have been required in, or incorporated into, the project which avoid or substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Policies in the Resource Conservation Element of the General Plan Update establish standards for development proposed near creeks, wetlands and other sensitive habitats, including setbacks, buffers, and revegetation of creek banks. General Plan Update policies also call for continued cooperation with the Regional Water Quality Control Board for compliance with the National Pollutant Discharge Elimination System (NPDES) permit, as well as for protection of water quality and storm drain system.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 9-P-9 Establish creek setbacks areas along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources.
- 9-P-10 No development should occur within creek setback areas, except as part of greenway enhancement (for example, trails and bikeways). Encourage developers to reserve space outside of the creek setbacks where endangered species habitat makes trail development inappropriate.
- 9-P-22 Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.
- 9-P-23 Require new urban development to use Best Management Practices (BMPs) to

- minimize creek bank instability, runoff of construction sediment, and flooding.
- 9-P-25 Encourage rehabilitation and revegetation of riparian corridors and wetlands throughout the City to contribute to bioremediation and improved water quality.
- 9-P-27 Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.

Impact 4.13-c: New urban development may increase the amount of stormwater runoff, increasing downstream flooding in Kirker and Lawlor Creeks.

Finding: Mitigation measures have been required in, or incorporated into, the project which avoid or substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Policies in the General Plan Update encourage preservation of the natural riparian corridors and habitats to reduce soil erosion and improve water infiltration, which in turn would help to decrease the risk of flooding along Kirker and Lawlor Creeks. Use of setbacks and Best Management Practices are also included among the policies addressing this potential impact. Potential impacts from flooding will be mitigated by policies ensuring that building pad elevations are above 100-year floodplains and encouraging formation of flood control assessment districts for development proposed within 100- and 500-year flood plains.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 9-P-15 As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. However, preserve natural creek channels and riparian habitat as best possible.
- 9-P-16 Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include:
- Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period.
 - Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.
- 9-P-17 To prevent additional flood hazards in the Kirker Creek watershed, ensure that new development minimizes paved areas, retaining large blocks of undisturbed, naturally vegetated habitat to allow for water infiltration.
- 10-P-18 Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage

- system appropriate to the project's share of the cumulative effect.
- 10-P-21 Encourage the formation of flood control assessment districts for those areas within the 100- and 500-year flood plains (as designated in Figure 10-3). Encourage new hillside developments to form flood control assessment districts to accommodate runoff and minimize downstream flooding, if determined necessary.
 - 10-P-22 Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.
 - 10-P-23 All new development (residential, commercial, or industrial) should contribute to the construction of drainage improvements in the Kirker Creek and other watersheds in the Planning Area, as required by the City's adopted ordinances.
 - 10-P-25 Ensure adequate minimum setbacks to reduce potential for property damage from storm flooding.
 - 10-P-26 Reduce the risk of localized and downstream flooding and runoff through the use of high infiltration measures, including the maximization of permeable landscape.

Impact 4.13-d: *New development projects may induce construction-related erosion, sedimentation, and accumulation of debris.*

Finding: Mitigation measures have been required in, or incorporated into, the project which avoid or substantially lessen the potentially significant environmental effects identified above.

Facts in support of findings: As with the above impacts 4.13-c, General Plan Update policies promote the use of BMPs and preservation of natural riparian corridors to mitigate this potential impact. Where development is proposed on slopes or other areas where erosion potential is moderate to severe, policies call for implementation of practices and for development designs that decrease the risk of damage from soil creep and debris flow. Plan policies also identify on-site retention basins as a means to limit water run-off during construction activities.

Policies incorporated into the Project: The following mitigation measures related to erosion, sedimentation, and accumulation of debris have been included into the General Plan Update to substantially lessen the potentially significant impact identified above:

- 9-P-13 As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. However, preserve natural creek channels and riparian habitat as best possible.

- 9-P-14 Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include:
 - Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period.
 - Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.
- 9-P-19 Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.
- 9-P-20 Reduce sedimentation and erosion of waterways by minimizing site disturbance and vegetation removal along creek corridors.
- 10-P-8 During development review, ensure that new development on unstable slopes (as designated in Figure 10-1) is designed to avoid potential soil creep and debris flow hazards. Avoid concentrating runoff within swales and gullies, particularly where cut-and-fill has occurred.
- 10-P-27 Adopt practices for development and construction on sites where the erosion potential is moderate to severe.
- 10-P-29 Ensure that all development projects build on-site retention basins during initial site preparation to store run-off water generated by construction activities.

NOISE

Impact 4.14-b: *Land use distribution may expose homes and other noise sensitive uses to high noise levels.*

Finding: Mitigation measures have been required in, or incorporated into, the project which avoid or substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: Site layout, setbacks, landscaping, building design, and other noise mitigation programs have been included among the policies addressing this potential impact in the General Plan Update. Noise-sensitive land uses such as schools and housing could be shielded from traffic noise through use of solid wood fences and landscaped earth berms, which can attenuate sound by about 5-15 decibels (dB).

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 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 (Community Noise Equivalent Level) obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures.

- 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 (Figure 12-1), incorporate mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL.
- 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.
- 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.

Impact 4.14-c: Existing noise-sensitive uses may be exposed to construction-related noise.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The General Plan Update includes Policy 12-P-9, which calls for a limitation of loud noise generation on construction sites; specifically, where such construction sites are located next to existing development, hours of construction activities shall be limited.

Policies incorporated into the Project: The following policy has been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 12-P-9 Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.

CABLE, TELEPHONE & ENERGY

Impact 4.15-a: Intensification and expansion of land uses in the City may result in new energy requirements.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The General Plan Update includes policies that promote alternative sources of power generation. Use of energy-saving design and devices, particularly in single-family units, will contribute to moderate increases in energy requirements over the next 20 years.

Policies incorporated into the Project: The following policies have been included in the

General Plan Update to substantially lessen the potentially significant impact identified above:

- 2-P-20 Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.
- 2-P-21 Revise the City's Zoning Ordinance to require undergrounding of utility service/transformer boxes, and any other typed of utility boxes, in new residential subdivisions.

SECTION 2:

FINDINGS ON POTENTIALLY SIGNIFICANT, UNAVOIDABLE IMPACTS

COMMUNITY CHARACTER

Impact 4.2-b: New development may block views of hills and major ridgelines.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: In area designated for Hillside Low Density Residential development where development is proposed in areas near designated Major Ridgelines, the General Plan Update contains policies that would require setbacks of at least 100 horizontal feet from hill crests and major ridges. Development in these designated areas should also be designed to be screened, utilizing existing natural land features such as valleys and tree clusters. Development in the area designated for Low Density development should be designed to reduce this impact to the extent feasible. This combination of setbacks, site design, preservation of existing grades and land features, and screening would help to maintain the existing views of the hills from the City, while allowing some development subject to strict design standards; however, development in the Low Density Residential areas and in the Hillside Low Density residential areas may cause impacts which will not be reduced to less than significant levels.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 4-P-1 Require ridge setbacks for all new development in areas designated Hillside Low Density Residential. Building pads should be located at least 150 feet away from the crest of a Major Ridgeline (measured horizontally from the centerline), as designated in Figure 4-3.
- 4-P-2 As part of the development review process, require design review of proposed development within Hillside Low Density Residential areas. Ensure that:
 - a. Development in such areas is clustered in small valleys and behind minor ridgelines, to preserve more prominent views of the southern hills.
 - b. Hillside streets are designed to allow open views by limiting the building of structures or planting of tall trees along the southern edge or terminus of streets.
- 4-P-9 Encourage development within Hillside Low Density Residential areas to preserve unique natural features by mapping all natural features as part of development applications, including landforms, mature tree stands, rock outcroppings, creekways, and ridgelines. During development and design review, ensure that site layout is sensitive to such mapped features.
- 4-P-15 Minimize the visual prominence of development within Hillside Low Density Residential areas by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features.
- 4-P-17 Encourage clustering of Hillside Low-Density units in the southern hills, with resulting pockets of open space adjacent to major ridgelines and hillside slopes.

- Allow density bonuses of 10 percent (maximum) for preservation of 60 percent or more of a project's site area as open space.
- 4-P-18 Allow flexible (for example, staggered) front and side building setbacks (including zero-lot-line and attached conditions) within clustered hillside residential areas if this allowance will protect an existing slope.
- 4-P-23 As part of the City's Hillside Development Standards applicable to development in Hillside Low Density Residential areas, encourage architectural design that reflects the undulating forms of the hillside setting, such as "breaking" buildings and rooflines into several smaller components (see Figure 4-6).
- 4-P-28 Encourage developers to align and construct streets along natural grades. Minimize visibility of streets from other areas within the City (see Figure 4-7).

Statement of Overriding Considerations: The City finds that there are specific economic, social, legal, technological and other considerations that make infeasible other mitigation measures or alternatives identified in the EIR and that, as explained in the Statement of Overriding Considerations (Exhibit 'B,' included here by reference), the benefits of the General Plan Update outweigh its potential adverse transportation impacts.

Impact 4.2-c: New development may alter the visual character of the hillsides.

Finding: Policies have been incorporated into the General Plan Update that substantially lessen the potentially significant environmental effects identified above.

Facts in support of finding: The proposed General Plan Update contains many policies that would guide development to complement and preserve rather than drastically change the character of the hillsides within the areas designated Hillside Low Density Residential. As part of the review of development projects proposed in such areas, the Planning agency and Engineering staff shall be responsible for ensuring that the hillside character is maintained. This includes ensuring that development within the areas designated Hillside Low Density Residential areas requires minimal grading, particularly on slopes greater than 30 percent. Existing natural features such as creeks, rock outcroppings, and tree clusters should also be preserved and designed as features within any hillside development. Where development within the areas designated Hillside Low Density Residential areas would be visible from other parts of the City, the design of the structures should incorporate split-levels, angled roofing, or other architectural elements that would mimic and/or complement the natural grades of the hills. To the extent feasible, development within the Low Density Residential areas shall be sensitive to these impacts; however development in either area may cause impacts which will not be reduced to less than significant levels.

Policies incorporated into the Project: The following policies have been included in the General Plan Update to substantially lessen the potentially significant impact identified above:

- 4-P-9 Encourage new development in the Hillside Low Density Residential areas to preserve unique natural features by mapping all natural features as part of development applications, including landforms, mature tree stands, rock outcroppings, creekways, and ridgelines. During development and design review, ensure that site layout is sensitive to such mapped features.
- 4-P-11 Limit grading of areas in the Hillside Low Density Residential areas over 30 percent slope (on Figure 10-1) to elevations less than 800 feet, foothills, knolls, and ridges not

classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.

- 4-P-14 Preserve natural creekways and drainage courses as close as possible to their natural location and appearance.
- 4-P-15 Minimize the visual prominence of development in the Hillside Low Density Residential areas by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features.
- 4-P-17 Encourage clustering of Hillside Low-Density units in the Hillside Low Density Residential areas in the southern hills, with resulting pockets of open space adjacent to major ridgelines and hillside slopes. Allow density bonuses of 10 percent (maximum) for preservation of 60 percent or more of a project's site area as open space.
- 4-P-23 As part of the City's Hillside Development Standards in the Hillside Low Density Residential areas, encourage architectural design that reflects the undulating forms of the hillside setting, such as "breaking" buildings and rooflines into several smaller components (see Figure 4-6).
- 4-P-24 Building forms should be "stepped" to conform to site topography. Encourage use of rooftop terraces and decks atop lower stories.
- 4-P-25 During development review, ensure that residential rooflines are oriented in the same direction as the natural hillside slope.
- 4-P-28 Encourage developers to align and construct streets along natural grades. Minimize visibility of streets from other areas within the City (see Figure 4-7).

TRANSPORTATION

Impact 4.3-a: *New urban development may result in increased traffic exceeding Level of Service (LOS) standards for roadway segments and signalized intersections.*

Finding: The General Plan Update includes Transportation Element policies and their related programs that would mitigate this potential impact; however, implementation of these policies and programs will not reduce this impact to a less than significant level.

Mitigation: General Plan Update includes policies and programs that are designed to reduce congestion impacts and provide a framework for requiring future circulation system improvements as they are needed. Specifically, the General Plan Update includes:

- 7-G-1 Adopt local intersection service level standards that conform to CCTA's Growth Management requirements for Routes of Regional Significance at signalized intersections. Define intersections within Pittsburg city limits as being located in rural, semi-rural, suburban, urban, or central business district areas, as designated in Figure 7-2.
 - Rural—LOS low C (volume to capacity ratio 0.70 to 0.74)

- Semi-Rural—LOS high C (volume to capacity ratio 0.75 to 0.79)
 - Suburban—LOS low D (volume to capacity ratio 0.80 to 0.84)
 - Urban—LOS high D (volume to capacity ratio 0.85 to 0.89)
 - Downtown—LOS high D (volume to capacity ratio 0.85 to 0.89)
- 7-P-6 Design roadway improvements and evaluate development proposals based on LOS standards prescribed in Policy 7-G-1.
- 7-P-7 Endeavor to implement Transportation Element improvements prior to deterioration in levels of service below those prescribed in Policy 7-G-1.
- 7-P-8 Improve intersections as needed to maintain safety on major roadways and traffic levels of service, as described in Policy 7-G-1.
- 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 (TSM) measures, and requiring sufficient on-site parking to meet the needs of each project (see also Table 7-1).
- 7-P-12 Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.
- 7-P-14 Increase access to alternative north-south routes providing connection to State Route 4, other than Railroad Avenue.
- 7-P-15 Support Caltrans' planned improvements to the Railroad Avenue and Loveridge Road interchanges in conjunction with State Route 4 widening projects. Work with Federal, State and regional authorities to ensure timely completion of these projects needed to adequately serve local circulation needs.
- 7-P-16 Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.
- 7-P-17 Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.

Statement of Overriding Considerations: The City finds that there are specific economic, social, legal, technological and other considerations that make infeasible other mitigation measures or alternatives identified in the EIR and that, as explained in the Statement of Overriding Considerations (Exhibit 'D,' included here by reference), the benefits of the General Plan Update outweigh its potential adverse transportation impacts.

AIR QUALITY

Impact 4.4-a: Development under the General Plan may lead to increased emissions of carbon monoxide, ozone precursors, and particulate matter, and degradation of local air

quality.

Finding: The General Plan Update includes Transportation Element and Resource & Conservation Element policies and their related programs that would mitigate this potential impact; however, implementation of these policies and programs will not reduce this impact to a less than significant level.

Mitigation: The General Plan Update includes Transportation and Resource & Conservation Element policies and their related programs that would mitigate this potential impact, but this remains a significant, unavoidable impact. The General Plan Update includes:

- 7-G-17 Encourage major employers to develop and implement transportation demand management (TDM) programs to reduce peak-period trip generation.
- 7-P-52 Encourage major employers (for example: USS-POSCO, DOW Chemical, City of Pittsburg) to adopt TDM programs that would reduce peak-period trip generation by 15 percent or more.
- 7-P-53 Favor TDM programs that limit vehicle use over those that extend the commute hour.
- 7-P-54 During review of development plans, encourage major employers to establish designated carpool parking areas in preferable on-site locations (for example, under parking shelters or closest to main entryways).
- 9-P-29 Cooperate with the Bay Area Air Quality Management District (BAAQMD) to achieve emissions reductions for ozone and its precursor, PM-10.
- 9-P-32 Minimize emissions and air pollution from City operations by using alternative-fuel vehicles, as feasible.

Statement of Overriding Considerations: The City finds that there are specific economic, social, legal, technological and other considerations that make infeasible other mitigation measures or alternatives identified in the EIR and that, as explained in the Statement of Overriding Considerations (Exhibit 'D,' included here by reference), the benefits of the General Plan Update outweigh its potential adverse air quality impacts.

Impact 4.4-b: *The General Plan may be inconsistent with the 1997 Clean Air Plan.*

Finding: The General Plan Update includes Transportation Element policies and their related programs that would mitigate this potential impact; however, implementation of these policies and programs will not reduce this impact to a less than significant level.

Mitigation: The General Plan Update includes Transportation Element policies and their related programs that would mitigate this potential impact, but this remains a significant, unavoidable impact. The General Plan policies include:

- 7-P-23 Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established

above.

- 7-P-29 Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.
- 7-P-31 Work with Tri-Delta and County Connection to schedule signal timing for arterials with heavy bus traffic, where air quality benefits can be demonstrated.
- 7-P-34 As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects.
- 7-P-37 Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburg.
- 7-P-38 Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with City and County open space areas.
- 7-P-40 Ensure provision of sufficiently wide sidewalks and pedestrian paths in all new residential development.
- 7-P-41 Ensure the provision of multi-use trails or trailheads within new hillside developments, preferably connecting to the regional trail network.
- 7-P-43 Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.
- 7-P-44 Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.
- 7-P-45 During review of development projects, encourage secure bicycle facilities and other alternative transportation facilities at employment sites, public facilities, and multi-family residential complexes.
- 7-P-52 Encourage major employers (for example: USS-POSCO, DOW Chemical, City of Pittsburg) to adopt TDM programs that would reduce peak-period trip generation by 15 percent or more.
- 7-P-55 Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.

Statement of Overriding Considerations: The City finds that there are specific economic, social, legal, technological and other considerations that make infeasible other mitigation measures or alternatives identified in the EIR and that, as explained in the Statement of Overriding Considerations (Exhibit 'D,' included here by reference), the benefits of the General Plan Update outweigh its potential adverse air quality impacts.

NOISE

Impact 4.14-a: *New development may increase traffic volumes along existing roadways and*

introduce traffic along new roadways, thereby exposing residents to roadside exposing residents to roadside noise levels in excess of 60 dB Ldn (Day-Night Noise Level).

Finding: The General Plan Update includes Noise Element policies and their related programs that would mitigate this potential impact; however, implementation of these policies and programs will not reduce this impact to a less than significant level.

Mitigation: The General Plan Update includes Noise Element policies and their related programs that would mitigate this potential impact, but this remains a significant, unavoidable impact. The General Plan Update includes:

- 12-P-2 Work with Caltrans to provide sound walls designed to reduce noise by 10 dB in residential areas along State Route 4.
- 12-P-3 Support implementation of State legislation that requires reduction of noise from motorcycles, automobiles, trucks, trains, and aircraft.
- 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.
- 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 (Figure 12-1), incorporate mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL.
- 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.

Statement of Overriding Considerations: The City finds that there are specific economic, social, legal, technological and other considerations that make infeasible other mitigation measures or alternatives identified in the EIR and that, as explained in the Statement of Overriding Considerations (Exhibit 'D,' included here by reference), the benefits of the General Plan Update outweigh its potential adverse noise impacts.

EXHIBIT B

RESOLUTION 01-9519

**STATEMENT OF OVERRIDING CONSIDERATIONS
FOR ADOPTION AND APPROVAL OF THE PITTSBURG GENERAL PLAN
UPDATE, "PITTSBURG 2020: A VISION FOR THE 21ST CENTURY.
CITY OF PITTSBURG GENERAL PLAN."
(Exhibit 'B')**

Because of the Project's overriding benefits, the City is approving the General Plan Update (the "Project"), despite certain significant and unavoidable environmental impacts as set out in the Findings for Approval of the General Plan Update.

The City has imposed numerous performance standards on the Project to reduce its environmental impacts. However, even with the policies and mitigation measures included in the EIR to lessen the potentially significant environmental effects, the Project will produce unavoidable or partially mitigated impacts, in that there are no policies, mitigation measures, or alternatives considered available or practical to reduce these impacts to a less than significant level. In deciding to approve the Project, the City has considered each of the following unavoidable or unmitigated significant environmental impacts:

- 1) New development may block views of hills and major ridgelines and alter the visual character of the hillsides.
- 2) Increase in traffic beyond established Level of Service (LOS) standards on roadway segments;
- 3) Increased emissions of carbon monoxide, ozone precursors (ROG and NOx) and PM-10, and degradation of local air quality that is largely due to increase in vehicle-miles-traveled;
- 4) Inconsistency with the 1997 Clean Air Plan; and
- 5) Exposure of residents to roadside noise levels in excess of 60 decibels, as a result of increase traffic volumes along new and existing roadways.

Although the City believes that many of the unavoidable impacts identified in the Environmental Impact Report (EIR) will be substantially lessened by the mitigation measures incorporated into the Project, it recognizes that approval of the Project will nonetheless result in certain unavoidable and potentially irreversible effects. The City recognizes, however, that growth will continue to occur throughout the State, City, Sphere of Influence, and Planning Area. The City finds that approval of the Project, despite the Project's unavoidable impacts, is necessary to provide order to that continuing growth; to establish a balance between future development and conservation of local resources; to support commercial development to promote a healthy local economy; and to provide badly needed housing for the City and the region.

The City specifically finds that, to the extent the adverse or potentially adverse impacts set forth above have not been mitigated to a less than significant level, specific economic, social, legal, environmental, technological, or other benefits of the Project

outweigh its significant effects on the environment. The City finds that any and each of the following considerations is sufficient to approve the Project despite any one or more of the unavoidable impacts identified, and that each of the overriding considerations is adopted with respect to each of the impacts individually, and that each consideration is severable from any other consideration should one consideration be shown to be legally insufficient for any reason.

The following considerations support approval of the Project:

1. The Project outlines a vision for City of Pittsburg's long-range physical and economic development and resource conservation that reflects the aspirations of the community.
2. The Project provides strategies and specific implementing actions that will allow this vision to be accomplished.
3. The Project establishes a basis for judging whether specific development proposals and public projects are in harmony with the Project's policies and standards.
4. The Project will allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards.
5. The Project provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, the Capital Improvements Program, facilities plans, and redevelopment and specific plans.
6. The Project includes policies that will ensure that the City's established neighborhoods, north and south of State Route 4, are protected from the impacts of changes elsewhere.
7. A guiding premise of the Project is that activities and facilities used on a frequent basis, such as stores and parks, should be easily accessible to residents.
8. The Project will support the evolution of Pittsburg's economy, from manufacturing, to warehousing and distribution, to high technology and employment centers. The Economic Development Element in the General Plan articulates the City's role in economic development and outlines policies to implement these strategies.
9. The Project will provide for the integration of different parts of the City by allowing the construction of proposed roadway improvements and new streets that will link the City's neighborhoods.
10. The Project will reinforce the Downtown's identity and role as the physical and symbolic center of the City. The Project includes strategies to increase Downtown residential development in order to augment its population base, to establish

better connections between Downtown and its surrounding neighborhoods, and to ensure that commercial uses outside Downtown – including the proposed “regional commercial center” and existing designated centers north of State Route 4 – do not compete with those within the Downtown area.

11. The Project includes specific urban design policies that will provide a cohesive image and identity for Downtown.

12. The Project supports sustainability by establishing performance-based standards for services to ensure that growth does not exceed carrying capacity.

13. The Project updates the information, projections, and analysis for the City’s General Plan, thereby improving the quality of planning and development within the City of Pittsburg.

14. The Project will provide needed additional housing units to preserve the jobs-housing balance and supply housing stock for all income levels of the population within the City.

EXHIBIT C

RESOLUTION 01-9519

**MITIGATION MONITORING PROGRAM
FOR ADOPTION AND APPROVAL OF THE PITTSBURG GENERAL PLAN UPDATE,
"PITTSBURG 2020: A VISION FOR THE 21ST CENTURY. CITY OF PITTSBURG
GENERAL PLAN"
(Exhibit "C")**

State of California Public Resources Code Section 15097 requires a public agency to adopt a Mitigation Monitoring Program if findings for approval of an environmental impact report are made with the adoption of a General Plan. In order to ensure that the mitigation measures and project revisions identified in the EIR are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.

The monitoring plan applies to policies and any other portion of the plan that is a mitigation measure or adopted alternative.

The Mitigation Monitoring Program consists of the policies included in the General Plan Update which will be reviewed annually in conjunction with General Plan status review as required pursuant to the Government Code Section 65400. This annual report is to be provided to the City Council on or before July 1 of each year.

Because the General Plan's policies are designed to avoid or minimize environmental impacts, the Plan itself is self-mitigating. No additional mitigation measures have been proposed.

