

CITY OF PITTSBURG
PITTSBURG/BAY POINT BART
MASTER PLAN
FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2010122023

Prepared for:

CITY OF PITTSBURG
PLANNING DIVISION
65 CIVIC AVENUE
PITTSBURG, CA 94565

Prepared by:



2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

AUGUST 2011

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1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR or Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Pittsburg (City) is the lead agency for the environmental review of the Pittsburg/Bay Point Bay Area Rapid Transit (BART) Master Plan project (project) and has the principal responsibility for approving the project. This FEIR assesses the expected environmental impacts resulting from approval of the project and associated impacts from subsequent development of the project, as well as responds to comments received on the Draft EIR.

1.1 BACKGROUND AND PURPOSE OF THE EIR

OVERVIEW OF CEQA REQUIREMENTS FOR PREPARATION OF AN EIR

The City of Pittsburg, serving as the lead agency, has prepared this EIR to provide the public, responsible and trustee agencies with information about the potential environmental effects of the proposed project. As set forth in the provisions of CEQA and implementing regulations, public agencies are charged with the duty to consider the environmental impacts of proposed development and to minimize these impacts where feasible while carrying out an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

State CEQA Guidelines Section 15121(a) states that an EIR is an informational document for decision-makers and the general public that analyzes the significant environmental effects of a project, identifies possible ways to minimize significant effects, and describes reasonable alternatives to the project that could reduce or avoid its adverse environmental impacts. Public agencies with discretionary authority are required to consider the information in the EIR, along with any other relevant information, in making decisions on the project.

CEQA requires the preparation of an environmental impact report prior to approving any project which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (State CEQA Guidelines Section 15378[a]). With respect to the Pittsburg/Bay Point BART Master Plan, the City has determined that the proposed development is a "project" within the definition of CEQA.

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the project that led to the preparation of this FEIR:

Notice of Preparation and Initial Study

In accordance with Section 15082 of the State CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR on December 7, 2010. The City was identified as the lead agency for the proposed project. The purpose of the notice was to solicit comments on the proposed project, and it was therefore circulated to interested parties as well as to the public, local, state, and federal agencies. The December 7, 2010 NOP and the comments received in response to the NOP are presented in Appendix B of the Draft EIR.

1.0 INTRODUCTION

Draft EIR

The Draft EIR was prepared in June 2011 and circulated for public and agency review for the required 45 days, between June 17, 2011 and August 1, 2011. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at the City of Pittsburg Planning Division, and on the City of Pittsburg website.

Final EIR

Following the close of the public review period, the City received comment letters regarding the Draft EIR from the following parties:

Letter	Individual or Signatory	Affiliation	Date
A	Genevieve Sparks	California Regional Water Quality Control Board, Central Valley Region	7/15/11
B	Jean Roggenkamp	Bay Area Air Quality Management District	7/28/11
C	Kara Schuh-Garibay	Contra Costa County Flood Control & Water Conservation District	7/28/11
D	Gary Arnold	California Department of Transportation (CALTRANS)	8/1/11
E	Jamar Stamps	Contra Costa County, Department of Conservation and Development	7/13/11
F	Patricia Chapman	Delta Diablo Sanitation District	8/2/11
G	Lance McMahan	California Environmental Protection Agency, Department of Toxic Substance Control	8/5/11
1	Martha Fuentes	La Clinica de La Raza, Inc.	7/22/11
2	Dave Campbell	East Bay Bicycle Coalition	7/28/11
3	Camille Guiriba	TRANSFORM	7/29/11
4	Matt Vander Sluis	Greenbelt Alliance	7/30/11
5	Louis Parsons	Discovery Builders, Inc.	8/1/11

These written comment and responses to these comment letters are included herein, as required by CEQA.

Certification of the Final EIR/Project Consideration

The City will review and consider the FEIR. If the City finds that the FEIR is "adequate and complete," the City may certify the FEIR at a public hearing. The rule of adequacy generally holds that the EIR can be certified if it (1) shows a good faith effort at full disclosure of environmental information, and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the City may take action to approve, revise, or reject the project. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Section 15091 and Section 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring

and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Program-level EIR pursuant to CEQA Guidelines Section 15168. The analysis associated with a Program-level EIR may be prepared on a series of actions that can be characterized as one large project that are related geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. In accordance with CEQA Guidelines Section 15168 (c), subsequent activities in the program must be examined in light of the program EIR to determine whether additional environmental analyses must be prepared. In the event that subsequent environmental analysis is warranted, a program EIR may be used to simplify the task of preparing environmental documents on later parts of the program (CEQA Guidelines Section 15168.d).

Ultimately, the EIR is used by the City as a tool in evaluating the proposed project's environmental impacts and can be further used to modify, approve, or deny approval of the proposed project based on the analysis provided in the EIR.

1.3 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. These actions include, but are not limited to, the following:

- Rezoning to Master Plan Overlay District
- Amendments to the Mixed Use District regulations set forth in Pittsburg Municipal Code (PMC) chapter 18.53
- Authorization of a Joint Powers Authority (JPA) Agreement by and between the City, BART and other applicable parties
- Design Review
- Tentative Subdivision Map
- Final Map
- Grading Permit(s)
- Development Permit
- Improvement Plans
- Building Permit(s)

1.0 INTRODUCTION

- Occupancy Permit(s)

1.4 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0—INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and what the FEIR is required to contain.

SECTION 2.0—EXECUTIVE SUMMARY

Summarizes the characteristics of the proposed project and provides a concise summary matrix of the project's environmental impacts and associated mitigation measures.

SECTION 3.0—COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Section 3.0 provides a list of commenters, copies of written comments (coded for reference), and the responses to those written comments made on the Draft EIR.

SECTION 4.0—ERRATA

Section 4.0 consists of revisions to the Draft EIR that are a result of responses to comments, as well as minor staff edits that do not change the intent or content of the analysis or mitigation measures.

2.0 EXECUTIVE SUMMARY

This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate chapter of Sections 4.1 through 4.13 (Environmental Setting, Impacts, and Mitigation Measures) of the Draft Environmental Impact Report (DEIR).

2.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) will provide a reasonably thorough analysis of the potential environmental effects associated with the implementation of the Pittsburg/Bay Point BART Master Plan project, pursuant to the California Environmental Quality Act (CEQA).

This EIR analysis focuses upon potential environmental impacts arising from the project. The EIR adopts this approach in order to provide a credible worst-case scenario of the impacts resulting from project implementation.

2.2 PROJECT CHARACTERISTICS

The proposed project consists of a Master Plan outlining land use, circulation and design standards within a 50.6-acre portion of the City of Pittsburg in the vicinity of the Pittsburg/Bay Point BART Station—the current eastern terminus of Bay Area Rapid Transit (BART) in Pittsburg. Approximately half of the Master Plan area is owned by BART, and the remaining half is owned by West Coast Home Builders (WCHB). The Master Plan would be expected to result in development of medium- and high-density multi-family residential uses as well as a number of retail uses, two new parking garages, a transit plaza and bus intermodal area adjacent to the BART station, and a number of “flex” uses which can be any mix of retail, commercial, or quasi-public uses, depending on market conditions at the time of development. Overall, the Master Plan is expected to result in the addition of 1,168 dwelling units and 146,362 square feet of nonresidential uses employing approximately 1,300 people. For more information on how the assumptions used by this DEIR were formulated, see Section 4.0.

The Master Plan includes specific design standards and guidelines for structures, roadways, and an interconnected network of pedestrian/bicycle paths and facilities. Also included is a 0.4-acre park, an expanded stormwater detention basin, numerous landscape corridors along roads, and private recreation/open space. Section 3.0, Project Description, includes a full description of all features, and Section 4.0, Assumptions, provides the assumptions for future development characteristics used to determine the buildout of the Master Plan.

The following objectives have been identified for the proposed project:

- Establish the BART station area as a regional focal point;
- Reduce greenhouse gas emissions and automobile trips by promoting sustainable development characterized by a mix of uses and a circulation system that prioritizes pedestrians, bicyclists, and transit riders over single-occupancy vehicles;
- Increase transit ridership by developing a multimodal transit hub;
- Improve security on the BART property and in the surrounding community by increasing the eyes on the street through increased density and implementing crime prevention through environmental design principles and improved access and connectivity;

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- Foster healthy lifestyles by supporting walking and bicycling and improving pedestrian and bicycle linkages to/from the BART station;
- Support economic development by facilitating access to existing commercial development and by providing commercial and retail development to support BART patrons, new residents of the transit-oriented development (TOD), and residents of the surrounding neighborhoods;
- Maintain flexibility in the plan by creating a –flex space land use designation that can be used as commercial, office, or residential uses, depending on future market conditions and demand;
- Improve employment opportunities for local residents by increasing commercial development and supporting and linking to existing commercial uses around the station;
- Support a range of housing types to support the diverse needs of the community and maximize housing opportunities for all income levels, age groups, and abilities;
- Create attractive, usable, and inviting public spaces; and
- Build a sense of community and of place through good architecture and design of public and private spaces.

2.3 AREAS OF CONTROVERSY

The City of Pittsburg was identified as the lead agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City prepared and distributed a Notice of Preparation (NOP) of an EIR on December 7, 2010. This notice was circulated to the public, local, state, federal agencies and other interested parties to solicit comments on the proposed project. The NOP is presented in Appendix B in the DEIR. In addition, an Initial Study was prepared for the project and released for public review at the same time as the NOP. The Initial Study is also included in Appendix B in the DEIR.

The following potential environmental impacts of the proposed project were identified in the Initial Study, in comment letters received in response to the NOP, and at a public scoping meeting held on December 14, 2010, and are evaluated in this EIR:

- Impacts to air quality and greenhouse gas emissions, as well as to biological resources, hydrology and water quality, and geology and soils'
- Adequate parking supply for the BART station;
- The merits of mixed-use development over traditional suburban uses;
- Impacts to local schools and recreational uses; and,
- Various proposed alternative land use arrangements.

Concerns raised in response to the NOP were considered during the preparation of the Draft EIR. Comment letters are presented in Appendix B in the DEIR.

2.4 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. Section 6.0, Alternatives to the Project, provides a qualitative analysis of three additional scenarios that include:

- Under Alternative 1, the No Project alternative, no development of the Master Plan area would occur beyond what is currently located there, namely the surface parking, bus shelters, single retail structure, Bay Area Rapid Transit (BART) station appurtenances, and detention basin. The West Coast Home Builders (WCHB) property would remain in its current undeveloped state.
- Under Alternative 2, it is assumed under Alternative 2 that the development of the WCHB property would be consistent with the assumed Medium Density range of development under the Master Plan, including approximately 748 multi-family dwelling units constructed in several three-story buildings with a central private recreation/open space component. Likewise, it is assumed that increasing the impervious surfaces on the site, namely through paving of streets and other hardscape as well as the construction of buildings, would necessitate some expansion of the existing stormwater retention basin. Based on the assumptions set forth in Section 4.0 of the Draft EIR, this alternative would result in 420 fewer residential units than assumed under development of the Master Plan project. Additionally, this alternative does not assume a commercial or mixed use component.
- Under Alternative 3, the same overall site design as proposed in the Master Plan would be retained. However, development standards would be modified to limit building heights to three stories, similar to other multi-family development in the project vicinity. This modification would result in approximately 340 fewer residential units and approximately 63,000 fewer square feet of nonresidential development. Since the parking needs of the BART station and bus shelters would remain unchanged, Alternative 3 assumes that the parking garages will remain as proposed—six stories for Garage 1 and five stories for Garage 2.

2.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2.0-1, 2.0-2 and 2.0-3 displays a summary of potential impacts, impacts and proposed mitigation measures that would avoid or minimize potential impacts, and significant and unavoidable impacts, respectively. In Table 2.0-2, the level of significance is indicated both before and after the implementation of each mitigation measure. For detailed discussions of all project-level mitigation measures, refer to Sections 4.1 through 4.13 of the DEIR.

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TABLE 2.0-1
EXECUTIVE SUMMARY TABLE

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
4.1 Land Use			
Impact 4.1.1 The proposed Master Plan is consistent with Pittsburg General Plan policies and the requirements of the Zoning Code. This impact is considered less than significant .	LS	None required.	LS
Impact 4.1.2 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development, would result in development that would change existing land uses patterns and intensity. As this change was anticipated in the General Plan, this impact is considered less than cumulatively considerable .	LCC	None required.	LCC
4.2 Population and Housing			
Impact 4.2.1 The proposed Master Plan would allow for the construction of additional housing in the Master Plan area as well as retail, commercial, and quasi-public uses that will generate additional employees in the city. This growth was anticipated by the General Plan, thus the impact would be less than significant .	LS	None required.	LS
Impact 4.2.2 Development of the proposed project, in combination with other approved, planned, or potential future projects, would contribute to additional population residing and working in the vicinity through the addition of new employment opportunities and residential units. This is a less than cumulatively considerable impact.	LCC	None required.	LCC
4.3 Hazards			
Impact 4.3.1 Implementation of the proposed Master Plan would result in additional residences and commercial development in the Master Plan area anticipated by local emergency planning. Furthermore, internal features of the Master Plan would not interfere with emergency response actions through traffic impacts and roadway designs. This is considered a less than significant impact.	LS	None required.	LS
Impact 4.3.2 The proposed Master Plan is surrounded by existing and approved development. This, coupled with required implementation of existing fire safety regulations, will ensure that the proposed Master Plan has a less than significant impact.	LS	None required.	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
Impact 4.3.3 The proposed Master Plan would introduce development within 3 miles of identified hazards materials release and cleanup efforts. However, these sites do not represent a threat to the Master Plan Area and this would have a less than significant impact.	LS	None required.	LS
Impact 4.3.4 Implementation of the proposed project, in addition to existing, approved, proposed, and reasonably foreseeable development in the area, would contribute to an increase in potential conflicts with emergency response plans and wildland fire hazards. Considering site-specific conditions, this is considered a less than cumulatively considerable impact.	LCC	None required.	LCC
4.4 Transportation and Traffic			
Impact 4.4.1 Development of the proposed Master Plan would not exceed a level of service standard established by the City of Pittsburg, CCTA, or Caltrans for some designated roads or highways. This impact is considered less than significant .	LS	None required.	LS
Impact 4.4.3 Development of the proposed Master Plan would include an internal roadway network ensuring adequate emergency access, and all internal roadways would operate at acceptable levels. This impact is considered less than significant .	LS	None required.	LS
4.5 Noise			
Impact 4.5.2 Implementation of the proposed project would not result in a significant increase in traffic noise levels at nearby noise-sensitive receptors. This impact would be considered less than significant .	LS	None required.	LS
Impact 4.5.6 Implementation of the proposed project would not result in a substantial contribution to cumulative noise levels. The impact would be considered less than cumulatively considerable .	LCC	None required.	LCC
4.6 Air Quality			
Impact 4.6.2 Subsequent land use activities associated with implementation of the proposed Master Plan would result in increased population and vehicle miles traveled over current conditions. As Clean Air Plan Control Strategies would be applied to the proposed Master Plan via requirements of the General Plan, this impact is considered to be less than significant .	LS	None required.	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
Impact 4.6.4 Implementation of the proposed Master Plan would not result in increased population and employment that would result in level of service operations that would be inconsistent with the region's congestion management program. This is considered to be a less than significant impact.	LS	None required.	LS
Impact 4.6.6 Subsequent land use activities associated with implementation of the proposed Master Plan would not create objectionable odors affecting a substantial number of people or expose new residents to existing sources of odor. Thus, this impact is considered to be less than significant .	LS	None required.	LS
4.7 Geology and Soils			
Impact 4.7.1 The Master Plan area does not contain any known fault lines, nor does it encompass any Alquist-Priolo Fault Zones. Therefore, the impacts of ground rupture on the project site are considered less than significant .	LS	None required.	LS
Impact 4.7.2 The Master Plan area is located on flatland soils in an area of the City of Pittsburg not identified as having a high liquefaction potential. This impact is considered less than significant .	LS	None required.	LS
Impact 4.7.5 Development described by the proposed Master Plan in addition to other proposed and approved project in the vicinity would not result in creation or exacerbation of any identified geological or soils impacts. This impact is considered less than cumulatively considerable .	LCC	None required.	LCC
4.8 Hydrology and Water Quality			
Impact 4.8.1 Construction following implementation of the proposed Master Plan would not result in discharge of pollutants and soils during construction, nor increased surface runoff and release of contaminants during operation. Therefore, impacts associated with violation of water quality standards or discharge requirements are considered less than significant .	LS	None required.	LS
Impact 4.8.2 The proposed Master Plan includes a detention basin, which would allow recharge of groundwater. Water supply for the City of Pittsburg is made up primarily of surface water. Therefore, impacts to groundwater supplies and recharge are considered less than significant .	LS	None required.	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
Impact 4.8.3 Development associated with the Master Plan would increase local runoff on the project site but would not lead to flows that could exceed the capacities of existing storm sewer facilities. This impact is considered less than significant .	LS	None required.	LS
Impact 4.8.4 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development, would not contribute to the cumulative effects of degradation of regional water quality, changes to runoff patterns, or the potential for increased flooding. This would be a less than cumulatively considerable impact.	LCC	None required.	LCC
4.9 Biological Resources			
Impact 4.9.3 Implementation of the proposed project would not result in off-site disturbance, degradation, and/or removal of sensitive biological communities. This would be a less than significant impact.	LS	None required, however implementation of mitigation measure MM 4.9.1 would help ensure the impact is LS.	LS
Impact 4.9.5 Implementation of the proposed project would not interfere with the movement of special-status and common wildlife species. There is no impact .	N	None required.	N
4.10 Aesthetics			
Impact 4.10.1 The proposed project would redevelop the existing developed portions of the site and place a combination of residential and retail uses on the portion of the site which is currently vacant. This would result in an alteration of views of the site and the vicinity. Such impacts are considered less than significant .	LS	None required.	LS
Impact 4.10.4 The proposed project would redevelop the existing developed portions of the site and place a combination of residential and retail uses on the portion of the site which is currently vacant. This development would expand on current urban uses in the area and create new sources of nighttime light. Existing Pittsburg Municipal Code requirements would ensure this impact is less than significant .	LS	None required.	LS
Impact 4.10.5 Development in the Master Plan area, together with reasonably foreseeable development in areas immediately adjacent to the Master Plan area, may have a cumulative impact on visual quality. This impact is considered less than cumulatively considerable .	LCC	None required.	LCC

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
4.11 Public Services and Utilities			
Impact 4.11.1.1 The proposed Master Plan could increase the need for fire protection and emergency response during the operational phase. However, the increased demand would not result in the expansion or construction of facilities that could result in a physical effect, resulting in a less than significant impact.	LS	None required.	LS
Impact 4.11.1.2 Implementation of the proposed Master Plan, in combination with other reasonably foreseeable development, would increase the number of accidents, calls, and responses within the CCCFPD service area and require additional fire services. However, this impact would be less than cumulatively considerable .	LCC	None required.	LCC
Impact 4.11.2.1 The proposed Master Plan could increase the need for police services; however, the increased demand would not result in the expansion or construction of facilities that could result in a physical effect. This would be a less than significant impact.	LS	None required.	LS
Impact 4.11.2.2 The proposed Master Plan, in addition to proposed and reasonably foreseeable development, would increase the demands on the City of Pittsburgh Police Department and BART Police, and require additional law enforcement services under cumulative conditions. This would be a less than cumulatively considerable impact.	LCC	None required.	LCC
Impact 4.11.3.1 Proposed land uses in the Master Plan would result in generation of 408 new students to be enrolled in the Mount Diablo Unified School District. This impact is considered less than significant .	LS	None required.	LS
Impact 4.11.3.2 Implementation of the proposed Master Plan, as well as potential development within the cumulative setting area, would result in cumulative public school impacts. These cumulative public school impacts are considered less than cumulatively considerable .	LCC	None required.	LCC
Impact 4.11.4.1 The proposed Master Plan would require water service for the development expected in the Master Plan area. This water would be sourced from existing ground and surface sources, representing a less than significant impact.	LS	None required.	LS
Impact 4.11.4.2 The proposed Master Plan would be expected to result in development of new residential and commercial uses in the City of Pittsburgh water service area, which would require provision of additional water. As this growth was anticipated by the City and was found adequate by a Water Supply Assessment, this impact would be less than significant .	LS	None required.	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
<p>Impact 4.11.4.3 Implementation of the proposed Master Plan, in combination with cumulative development in the City of Pittsburg, would increase the current demand for CCWD water supply. This increase in demand was anticipated by both CCWD and the City of Pittsburg, resulting in a less than cumulatively considerable impact.</p>	LCC	None required.	LCC
<p>Impact 4.11.5.1 Expected new development as a result of the Master Plan would not exceed current wastewater collection and treatment capacity. As Delta Diablo Sanitation District facilities would adequately accommodate the projected growth upon implementation of a recently approved treatment plant expansion project, this impact is less than significant.</p>	LS	None required.	LS
<p>Impact 4.11.5.2 Implementation of the proposed Master Plan, in combination with foreseeable development in the area, would not result in a cumulative demand for wastewater treatment capacity that could require additional wastewater facilities. This would be a less than cumulatively considerable impact.</p>	LCC	None required.	LCC
<p>Impact 4.11.6.1 Proposed Master Plan development could impact solid waste collection services and landfill capacity. This impact is considered less than significant.</p>	LS	None required.	LS
<p>Impact 4.11.6.2 The proposed project would contribute to cumulative demands for solid waste disposal services. This would be a less than cumulatively considerable contribution to the cumulative impact.</p>	LCC	None required.	LCC
<p>Impact 4.11.7.1 Implementation of the proposed Master Plan would require additional electric and natural gas supplies, along with conveyance facilities for these and telephone and cable television services. This impact is considered less than significant.</p>	LS	None required.	LS
<p>Impact 4.11.7.2 Implementation of the proposed Master Plan would cause an increase in energy use. However, the proposed project is not designed to use energy in a wasteful manner. This impact is therefore considered less than significant.</p>	LS	None required.	LS
<p>Impact 4.11.7.3 Implementation of the proposed Master Plan, as well as potential development in the surrounding areas, would result in an increase in cumulative utility service demands. The proposed Master Plan would have a less than cumulatively considerable impact on electrical, natural gas, telephone, and cable television services.</p>	LCC	None required.	LCC

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
Impact 4.12.1 Implementation of the proposed Master Plan would result in population growth in the city over the next 20 years, which would not result in over-capacity issues at existing recreational facilities nor would it encourage the construction of additional recreational facilities outside the Master Plan Area. This impact is considered less than significant .	LS	None required.	LS
Impact 4.12.2 Implementation of the proposed Master Plan, in conjunction with other future development, would not require additional park and recreation facilities within the boundaries of the city. This impact would be less than cumulatively considerable .	LCC	None required.	LCC
Impact 4.13.1 Implementation of the proposed Master Plan would result in a net increase in greenhouse gas emissions that would not conflict with the goals of AB 32 or result in a significant impact on the environment. This impact is less than cumulatively considerable .	LCC	None required.	LCC

**TABLE 2.0-2
PROJECT IMPACTS WHERE SIGNIFICANCE CAN BE REDUCED THROUGH MITIGATION**

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
4.4 Transportation and Traffic			
Impact 4.4.2 Development of the proposed Master Plan could substantially increase hazards during the construction period due to the increased truck traffic, restricted circulation within the existing BART parking lot during the construction, and potential parking shortages if existing parking areas are used for construction staging and alternative parking supplies are not provided. This impact is considered potentially significant .	PS	<p>MM 4.4.2 Future developers shall develop a construction management plan for review and approval by the City of Pittsburgh Engineering Division. The plan shall include at least the following items:</p> <ul style="list-style-type: none"> • Development of a construction truck route that would appear on all construction plans to limit truck and auto traffic on nearby residential streets. • Comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hour traffic hours and peak activity of the BART station, detour signs if required, lane closure procedures, sidewalk closure procedures, cones for drivers, and designated 	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>construction access routes.</p> <ul style="list-style-type: none"> • Identification of alternative parking supplies for existing BART patrons and construction workers when existing parking facilities are unavailable. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur. • Location of construction staging areas for materials, equipment, and vehicles. • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety, and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the developer. Where identified haul roads would include Contra Costa County roads, the plan shall be submitted to the Contra Costa County Department of Public Works for review. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager. <p><i>Timing/Implementation: Mitigation to occur prior to and during construction. Plan shall be submitted prior to issuance of grading permit.</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Engineering Division.</i></p>	
<p>Impact 4.4.4 Development of the proposed Master Plan would conflict with some adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, transit load factors, bicycle racks, pedestrian amenities), namely those related to bicycle circulation. This impact is considered potentially significant.</p>	<p>PS</p>	<p>MM 4.4.4 The City of Pittsburg shall complete the planned bicycle network along Bailey Road from West Leland to Willow Pass Road, along West Leland to San Marco Boulevard and along San Marco Boulevard from Rio Verde Circle to West Leland Road prior to issuance of certificates of occupancy for the final phase of development.</p> <p><i>Timing/Implementation: Payment of future development projects' fair share shall be made prior to issuance of any building permits. The developer's payment of future projects' fair share shall be made on a pro rata basis</i></p>	<p>LS</p>

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2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<i>concurrent with the issuance of building permits.</i> <i>Enforcement/Monitoring: City of Pittsburg Development Services Department</i>	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
<p>Impact 4.4.5 The proposed Master Plan may cause an increase in traffic that is substantial in relation to the cumulative traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or reduction in level of service) during the cumulative plus project condition. This impact is cumulatively considerable.</p>	<p>CC</p>	<p>MM 4.4.5b Future development projects in the Master Plan Area shall contribute their fair share to implement improvements that would improve intersection operations at the San Marco Boulevard/West Leland Road intersection, including:</p> <ul style="list-style-type: none"> • Westbound: Modify north leg of intersection to provide a third receiving lane to permit free westbound right-turn movement. • Northbound: Modify to provide one left-turn lane, two through lanes, and a right-turn only lane. <p>These improvements may require traffic signal modifications.</p> <p><i>Timing/Implementation:</i> Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the issuance of any building permits.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department.</p>	<p>LCC</p>

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		<p>MM 4.4.5e Future development projects in the Master Plan Area shall contribute their fair share to implement the following improvements that would improve operations at Bailey Road/West Leland Road intersection:</p> <ul style="list-style-type: none"> • Restripe the northbound approach to provide dual left-turn lanes. • Widen the eastbound approach to add a second left-turn lanes and one right-turn lane <p>These improvements are consistent with the City of Pittsburg's Five Year Capital Improvement Program 2011-2012 through 2016-2017). These improvements may require traffic signal modifications.</p> <p><i>Timing/Implementation:</i> Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the issuance of any building permits.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p>	LCC
4.5 Noise			
<p>Impact 4.5.1 Short-term construction activities could result in a substantial temporary increase in ambient noise levels at nearby noise-sensitive land uses, which may result in increased levels of annoyance, activity interference, and sleep disruption. This impact is considered potentially significant</p>	PS	<p>MM 4.5.1 All future development in the Master Plan Area shall conform to the following noise requirements:</p> <ol style="list-style-type: none"> a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 8:00 AM and 5:00 PM on weekdays, or as approved by the City Engineer. Construction activities shall be prohibited on federal holidays. b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and shrouds, in accordance with manufacturers' recommendations. In the absence of manufacturers' recommendations, the Director of Public Works may prescribe such 	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>means of achieving maximum noise attenuation.</p> <p>c. Construction equipment staging areas shall be located at the furthest distance possible from nearby noise-sensitive land uses.</p> <p>d. All motorized construction equipment and vehicles shall be turned off when not in use.</p> <p><i>Timing/Implementation: Prior to and during construction</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Development Services Department</i></p>	
<p>Impact 4.5.3 Implementation of the proposed project may result in non-transportation noise levels that could exceed applicable noise thresholds at nearby proposed land uses. This impact would be considered potentially significant.</p>	<p>PS</p>	<p>MM 4.5.3a Prior to construction of any parking garages, BART or their assigned agent or developer shall undertake one of the two options:</p> <p>a. Provide increased noise shielding for planned adjacent residential land uses. The proposed multi-story parking garages shall be designed and constructed so that the façades of the parking structure facing nearby noise-sensitive land uses are of solid construction, sufficient to shield line-of-sight between interior parking areas and outdoor activity areas of the adjacent planned residential land uses. To effectively reduce sound transmission, the material chosen must be rigid and sufficiently dense (at least 4 lbs/square foot [20 kilograms/square meter]). Furthermore, planned residential land uses located within 75 feet of the bus transit center and proposed parking garages shall be designed and constructed so that exterior activity areas (e.g., courtyards, patios, private areas) are shielded from direct line-of-sight of the bus transit center and proposed parking garages.</p> <p>-OR-</p> <p>b. An acoustical analysis shall be prepared for each of the proposed parking structures once more detailed design-related information for the proposed parking structure and/or adjacent planned residential land uses becomes available. The acoustical analysis shall identify noise control devices (e.g., barriers, acoustical vents and screens), to ensure that predicted noise levels at the adjacent planned residential land uses would not exceed</p>	<p>LS</p>

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>acceptable levels.</p> <p><i>Timing/Implementation:</i> Prior to approval or issuance of any grading or construction permits for the parking garages</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p> <p>MM 4.5.3b All loading and unloading activities for proposed on-site commercial and retail land uses, including waste collection activities, shall be limited to between the hours of 7:00 AM and 10:00 PM.</p> <p><i>Timing/Implementation:</i> As a Condition of Approval for any building or development permits</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p> <p>MM 4.5.3c All proposed residential land uses shall comply with California Code of Regulations Title 24 noise standards for allowable interior noise levels (California Building Code, 1998 edition, Volume 1, Appendix Chapter 12, Section 1208A). An acoustical study shall be prepared by a qualified professional demonstrating compliance with applicable interior noise standard of 45 dBA CNEL in habitable rooms.</p> <p><i>Timing/Implementation:</i> As a Condition of Approval for any building or development permits.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p> <p>MM 4.5.3d All proposed commercial, retail, flex, and residential land uses shall be equipped with fresh air supply systems or air conditioning systems to allow windows to remain closed during inclement weather conditions.</p> <p><i>Timing/Implementation:</i> As a Condition of Approval for any building or development permits.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services</p>	

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		<i>Department</i>	
<p>Impact 4.5.4 Projected on-site noise levels at proposed on-site land uses would exceed the City's normally acceptable noise exposure standards for land use compatibility. As a result, this impact is considered potentially significant.</p>	PS	Implementation of MM 4.5.3a through MM 4.5.3d .	LS
4.6 Air Quality			
<p>Impact 4.6.1 Subsequent land use activities associated with implementation of the proposed Master Plan could result in short-term construction emissions that could violate or substantially contribute to violations of federal and state ambient air quality standards. This impact is considered to be potentially significant.</p>	PS	<p>MM 4.6.1 All future development in the Master Plan area shall implement BAAQMD-approved criteria air pollutant-reducing Basic Construction Mitigation Measures to the maximum extent feasible, whether or not construction-related emissions exceed applicable thresholds of significance. The developer shall use the best management practices that are in place at the time of development. Current best management practices shall include the following:</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for 	LS

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		<p>construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. All project developers shall post a publicly visible sign with the telephone number and person to contact at the City of Pittsburg regarding dust complaints during any construction activities. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations (BAAQMD 2010).</p> <p>The above measures or any additional or modified measures listed by the Bay Area Air Quality Management District at the time of construction shall be implemented to the degree mandated by the discretion of the City at the time of issuance of any development permits.</p> <p><i>Timing/Implementation:</i> As a Condition of Approval for all development permits.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p>	
<p>Impact 4.6.5 Subsequent land use activities associated with implementation of the proposed Master Plan could result in sources of toxic air contaminants that could affect surrounding land uses. Subsequent land use activities could also place sensitive land uses near existing sources of toxic air contaminants. These factors could result in the exposure of sensitive receptors to substantial concentrations of toxic air contaminants and/or fine particulate matter. This is considered a potentially</p>	PS	<p>MM 4.6.5a Tiered plantings of trees such as redwood, deodar cedar, live oak, and oleander shall be installed between State Route 4 and the proposed Master Plan area in order to reduce TAC and PM exposure.</p> <p><i>Timing/Implementation:</i> As a Condition of Approval for any project within 500 feet of State Route 4</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p> <p>MM 4.6.5b As a part of future development proposals in the Master Plan Area, the project proponent(s) shall secure the services of a qualified air quality professional for the preparation of site-specific air quality modeling, as</p>	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
<p>significant impact.</p>		<p>required by the Bay Area Air Quality Management District (BAAQMD). If site-specific modeling indicates that significant exposure to criteria pollutants, including toxic air contaminants, would occur, future development shall comply to the maximum extent feasible with mitigation measures provided by BAAQMD for the reduction of air quality impacts. These measures shall comply with the most current regulations available at the time of development and will likely include some or all of the following measures:</p> <ul style="list-style-type: none"> • Modification to the location and height of intakes to the ventilation system; • Addition of HEPA air filtration systems; • Limiting the placement of recreational use areas, such as patio areas and balconies, to interior courtyards requiring that they be shielded by the structure; • Triple-paned windows; • Central heating, ventilation, and air conditioning (HVAC) systems with high-efficiency filters, • Locating air intake systems for the HVAC systems as far away from the roadway as possible; and/or • An ongoing HVAC maintenance plan. <p>These measures shall be designed and implemented to the satisfaction of the City in consultation with BAAQMD. Site-specific modeling shall be conducted for all development within the project area that falls within a 10 in a million risk threshold, at the time of development. Currently, BAAQMD measures that risk to cover areas within 900 feet of State Route 4 at the time of the publication of the EIR. The developer shall use the most current standards and mitigations applicable at the time of the modeling are included.</p> <p><i>Timing/Implementation: Prior to approval of any planning entitlements for development projects in the Master Plan Area.</i></p>	

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		<p><i>Enforcement/Monitoring: City of Pittsburg Development Services Department in consultation with the Bay Area Air Quality Management District.</i></p> <p>MM 4.6.5c All construction within the Master Plan area shall implement measures to reduce the emissions of TAC pollutants generated by heavy-duty diesel-powered equipment during construction.</p> <ol style="list-style-type: none"> Keep all construction equipment in proper tune in accordance with manufacturer's specifications. Use late model heavy-duty diesel-powered equipment during construction to the extent that it is readily available in the San Francisco Bay Area. Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area. Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at construction sites to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site). Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area. Limit truck and equipment idling time to five minutes or less. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. <p><i>Timing/Implementation: As a Condition of Approval for any grading or construction permit</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Development Services</i></p>	

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		<i>Department</i>	
4.7 Geology and Soils			
<p>Impact 4.7.3 Portions of the Master Plan area are in areas identified as containing unstable soils, which could cause impacts to structures and uses constructed in the Master Plan area as a result of the Master Plan and could result in lateral spreading, subsidence, collapse, or other effects both on- and off-site. This is a potentially significant impact.</p>	PS	<p>MM 4.7.3 Prior to approval of any building permits, grading permits, or other approval that would result in ground disturbance, a geotechnical analysis shall be prepared by a registered geologist or other professional approved by the City and presented to the City for approval for each phase of project construction. The required geotechnical analysis shall include consideration of all potential soil and seismic effects, including but not limited to liquefaction, soil stability, and soil shrink/swell potential and shall include recommended actions to reduce the effects of such conditions on the proposed construction. These recommendations shall be enacted to the satisfaction of the City in order to minimize these effects.</p> <p>Because subsurface and soil conditions change only very slowly (on the order of millennia), a geotechnical analysis shall be prepared and submitted to the Engineering Division for approval for all proposed development proposed under the Master Plan.</p> <p><i>Timing/Implementation:</i> Prior to approval of any grading permit, building permit, or other approval that would result in ground disturbance for each phase of project construction</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p>	LS
<p>Impact 4.7.4 The proposed project is located on some clay soils, which may have the potential for expansion and contraction. Impacts associated with expansive soils are considered potentially significant.</p>	PS	Implement mitigation measure MM 4.7.3 .	LS
4.9 Biological Resources			
<p>Impact 4.9.1 Implementation of the proposed project could not result in direct or</p>	PS	<p>MM 4.9.1 Prior to approval of any ground disturbing permits, project proponents within the Master Plan Area shall secure the services of a qualified</p>	LS

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indirect loss of habitat and individuals of endangered, threatened, rare, proposed, or candidate status, including plant species identified by the California Native Plant Society with a rating of List 1A or 1B (i.e., rare, threatened, or endangered plants). This would be a potentially significant impact.		<p>biologist to prepare a Planning Survey Report (PSR) consistent with the requirements of the East Contra Costa County HCP/NCCP, along with any related supporting studies. For any special status species or habitat identified by the PSR, avoidance and minimization measures provided by the HCP/NCCP shall be implemented during both construction and operation of the project.</p> <p>Separate PSRs shall be prepared for each property within the Master Plan Area prior to the time of ground disturbance for that property in the Master Plan Area.</p> <p><i>Timing/Implementation: Studies shall be prepared prior to approval of any ground disturbing permits (development, grading, etc.). Avoidance and minimization measures indicated by the PSR shall be made a Condition of Approval for those permits.</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Development Services Department in consultation with the East Contra Costa County HCP/NCCP.</i></p>	
Impact 4.9.2 Implementation of the proposed Master Plan could result in direct and indirect loss of habitat and individuals of animal and plant species of concern, listed as “fully protected” in the Fish and Game Code of California (Section 3511, 4700, 5050, 5515), migratory birds protected under the Migratory Bird Treaty Act, and other non-listed special-status species. This would be a potentially significant impact.	PS	Implement mitigation measure MM 4.9.1 .	LS
Impact 4.9.4 The project would modify the on-site detention basin which may qualify as a federally protected wetland as defined by Section 404 of the Clean Water Act (including, but not limited to, riverine, marsh, seasonal wetland, etc.) through direct removal, filling,	PS	MM 4.9.4 Prior to any disturbance within 150 feet of the on-site detention basin, a qualified biologist shall make a determination as to the jurisdictional status of the detention basin, including but not limited to a verified wetland delineation and direct consultation with the U.S. Army Corps of Engineers (USACE). If the detention basin is determined to be a jurisdictional water or wetland, then all required permits shall be secured from USACE and all	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
hydrological interruption, or other means. This is a potentially significant impact.		avoidance and minimization measures required by the U.S. Army Corps of Engineers shall be undertaken. <i>Timing/Implementation:</i> Prior to approval of any grading permit or other ground disturbance within 150 feet of the on-site detention basin <i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department	
Impact 4.9.6 Implementation of the proposed project could conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or any adopted biological resources recovery or conservation plan of any federal or state agency through direct and indirect impacts to special status species and their habitat. This would be a potentially significant impact.	PS	Implement mitigation measures MM 4.9.1 and MM 4.9.4 .	LS
Impact 4.9.7 Implementation of the project would result in the loss of coniferous and black cottonwood trees currently included in landscaping on developed portions of the Master Plan Area. These losses could conflict with the Pittsburg Municipal Code and the East Contra Costa County HCP/NCCP, resulting in a potentially significant impact.	PS	Implement mitigation measure MM 4.9.1 .	LS
Impact 4.9.8 Implementation of the proposed project, in combination with existing, approved, proposed and reasonably foreseeable development, could result in the conversion of habitat and impact biological resources. This impact is considered cumulatively considerable .	CC	Implement mitigation measures MM 4.9.1 and MM 4.9.4 .	LCC

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
4.10 Aesthetics			
<p>Impact 4.10.2 Development of the Master Plan would introduce development adjacent to the south side of SR 4, which would alter existing views of the southern hills to motorists traveling on the highway. This impact is considered potentially significant.</p>	PS	<p>MM 4.10.2 Landscaping and building placement along the northern boundary of the project site shall consider viewpoints from State Route 4 to the north. To the maximum extent feasible, buildings throughout the site shall be broken up to allow for retention of viewsheds to the hills, and landscaping shall be staggered so that it does not block those views. Landscaping along the northern boundary of the Master Plan area shall be maintained and kept in good condition throughout the use of the property.</p> <p><i>Timing/Implementation:</i> As a Condition of Approval for any development permit for properties adjacent to the northern Master Plan boundary</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p>	LS
<p>Impact 4.10.3 Development of the Master Plan area would result in structures that could block existing views from adjacent properties of the hills south of the city and Suisun Bay to the north. This impact is considered potentially significant.</p>	PS	Implementation of mitigation measure MM 4.10.2 .	LS

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**TABLE 2.0-3
PROJECT IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE AND/OR CUMULATIVELY CONSIDERABLE**

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
4.1 Transportation and Traffic			
<p>Impact 4.4.5 The proposed Master Plan may cause an increase in traffic that is substantial in relation to the cumulative traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or reduction in level of service) during the cumulative plus project condition. This impact is cumulatively considerable.</p>	CC	<p>MM 4.4.5a The City of Pittsburg shall cooperate with Caltrans to develop a program to fund and implement improvements that could include:</p> <ul style="list-style-type: none"> • construction of additional turn lanes so as to improve operations at the San Marco Boulevard/SR 4 Eastbound Ramps intersection; • the conversion of the center eastbound left-turn lane to a left-right shared lane at the intersection of Willow Pass Road and Eastbound SR 4; <p>Future development projects in the Master Plan Area shall contribute their fair share to these improvements, which include converting the second eastbound left-turn lane to a shared left/right turn lane.</p> <p><i>Timing/Implementation:</i> Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the approval of any building permits.</p> <p><i>Enforcement/Monitoring:</i> Caltrans and City of Pittsburg Development Services Department</p>	SU
		<p>MM 4.4.5c As part of development of the BART parcels, the City of Pittsburg shall ensure that construction of the northbound approach of the West Leland Road/Oak Hills Drive/D Street intersection provides a left-turn and a through-right shared lane and modification of the traffic signal to provide protected north-south left-turn movements.</p> <p><i>Timing/Implementation:</i> Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the issuance of building permits on BART -owned properties.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services</p>	SC/LS

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		<p><i>Department in consultation with BART.</i></p> <p>Implementation of mitigation measure MM4.4.5c would provide additional turning movement capacity. However, the intersection would continue to operate deficiently. Therefore, this impact will remain significant and unavoidable even with implementation of mitigation.</p> <p>Were mitigation measure MM 4.4.5c implemented, all disturbance would occur within the existing intersection right-of-way and would not increase the pedestrian crossing time. Therefore the secondary impact of implementing this mitigation to other modes of travel would be less than significant.</p>	
		<p>MM 4.4.5d The City of Pittsburg shall cooperate with Contra Costa County to develop a program to fund and implement improvements that would result in acceptable intersection operations at the Bailey Road/Willow Pass Road intersection. Future development projects in the Master Plan Area shall contribute their fair share to these improvements.</p> <p><i>Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the issuance of building permits or in accordance with any future agreements between the County and the City.</i></p> <p><i>Enforcement/Monitoring: Contra Costa County Public Works Department and City of Pittsburg Development Services Department</i></p> <p>Implementation of mitigation measure MM 4.4.5d would provide additional turning movement capacity and result in acceptable intersection operations. Since this intersection is under the jurisdiction of Contra Costa County, neither the City nor a future applicant for development has control over approval or timing of such an improvement. Therefore, the impact is considered significant and unavoidable because it is outside the jurisdiction of the City of Pittsburg.</p> <p>Mitigation measures MM 4.4.5d could be implemented within the existing intersection right-of-way and would not increase the pedestrian crossing time. Therefore the secondary impact of implementing this mitigation to other modes of travel would be less than significant.</p>	SU/LS

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CS – Cumulative Significant

CC – Cumulatively Considerable

SU – Significant and Unavoidable

N –No Impact

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>MM 4.4.5e could not be implemented within the existing intersection right-of-way. Additional right-of-way would be needed to widen the eastbound approach at the intersection. In addition, widening the eastbound approach would increase the pedestrian crossing time, resulting in secondary impacts on pedestrians.</p> <p>MM 4.4.5f The City of Pittsburg shall cooperate with City of Concord to amend the Bailey Road Traffic Mitigation Measure Inter-Agency Funding Agreement to include the proposed developments included in the Pittsburg/Bay Point BART Master Plan. Future development projects in the Master Plan Area shall contribute their fair share to implement the identified improvements.</p> <p><i>Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the issuance of building permits or in accordance with any future agreements between the the City of Concord and Pittsburg.</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Development Services Department and City of Concord</i></p>	CC/SU
4.5 Noise			
<p>Impact 4.5.5 Groundborne vibration levels associated with pile-driving activities, if required, could exceed applicable groundborne vibration criterion at nearby land uses. This impact would be potentially significant.</p>	PS	<p>MM 4.5.5 Impact pile-driving equipment used within 160 feet of nearby structures shall be substituted with equipment or procedures that would generate lower levels of groundborne vibration, to the extent that geological conditions would permit their use. For instance, in comparison to impact pile drivers, drilled piles or the use of a sonic or vibratory pile drivers are preferred alternatives. In the event that the use of impact pile drivers is required due to geological conditions, groundborne vibration monitoring shall be conducted for impact pile driving that occurs within 160 feet of existing structures. Pile-driving activities shall be suspended if measured groundborne vibration levels approach within 0.1 in/sec ppv of commonly applied threshold of 0.5 in/sec ppv for structural damage. In such instances, additional attenuation measures or changes in pile-driving techniques shall be implemented, prior to recommencing pile-driving activities, to reduce groundborne vibration levels.</p>	SU

S - Significant
 PS - Potentially Significant
 LCC – Less Than Cumulatively Considerable

LS – Less Than Significant
 CS – Cumulative Significant
 CC – Cumulatively Considerable

SU – Significant and Unavoidable
 N –No Impact

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>For impact pile-driving activities that occur within approximately 75 feet of existing structures, a building conditions survey shall be conducted for existing structures in order to document existing structural conditions. Any structural damage resulting from nearby impact pile-driving activities shall be repaired in a timely manner by the developer. The building conditions survey shall be conducted by a licensed professional engineer and shall include pre- and post-construction surveys. The surveys shall, at a minimum, include the following:</p> <ul style="list-style-type: none"> a. Photographic and videotape documentation of the interior and exterior condition of the building(s); b. The extent and location of existing signs of building distress such as cracks, spalling, signs of settlement, flooding, leaking, etc. <p><i>Timing/Implementation:</i> As a Condition of Approval for any building or construction permit for the parking garages.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Department</p>	
4.6 Air Quality			
<p>Impact 4.6.3 Subsequent land use activities associated with implementation of the proposed Master Plan could result in long-term, operational emissions that could violate or substantially contribute to violations of federal and state ambient air quality standards. This impact is considered to be potentially significant.</p>	PS	<p>MM 4.6.3 To the greatest extent feasible, future development proposals in the Master Plan Area shall comply with the City's adopted Green Building Design Guidelines, or any applicable City green/efficient building regulations which are in effect at the time of development.</p> <p><i>Timing/Implementation:</i> Prior to issuance of Building Permits.</p> <p><i>Enforcement/Monitoring:</i> City of Pittsburg Development Services Division.</p>	SU
<p>Impact 4.6.7 Implementation of the proposed Master Plan, in combination with cumulative development in the SFBAAB, would result in a cumulatively considerable net increase of ozone and coarse and fine particulate matter. This is considered a cumulatively considerable impact.</p>	CC	Implementation of mitigation measure MM 4.6.3 .	CC / SU

S - Significant

PS - Potentially Significant

LCC - Less Than Cumulatively Considerable

LS - Less Than Significant

CS - Cumulative Significant

CC - Cumulatively Considerable

SU - Significant and Unavoidable

N - No Impact

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

3.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft EIR for the Pittsburg/Bay Point BART Master Plan project, were raised during the public review period for the Draft EIR. The City of Pittsburg (City), acting as lead agency, directed preparation of the responses to comments on the Draft EIR. Neither the comments nor the responses identify any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

3.2 LIST OF COMMENTERS

The following public agencies (A – G) and individuals or representatives of organizations (1 – 5) submitted written comments on the Draft EIR:

Letter	Individual or Signatory	Affiliation	Date
A	Genevieve Sparks	California Regional Water Quality Control Board, Central Valley Region	7/15/11
B	Jean Roggenkamp	Bay Area Air Quality Management District	7/28/11
C	Kara Schuh-Garibay	Contra Costa County Flood Control & Water Conservation District	7/28/11
D	Gary Arnold	California Department of Transportation (CALTRANS)	8/1/11
E	Jamar Stamps	Contra Costa County, Department of Conservation and Development	7/13/11
F	Patricia Chapman	Delta Diablo Sanitation District	8/2/11
G	Lance McMahan	California Environmental Protection Agency, Department of Toxic Substances Control	8/5/11
1	Martha Fuentes	La Clinica de La Raza, Inc.	7/22/11
2	Dave Campbell	East Bay Bicycle Coalition	7/28/11
3	Camille Guiriba	TRANSFORM	7/29/11
4	Matt Vander Sluis	Greenbelt Alliance	7/30/11
5	Louis Parsons	Discovery Builders, Inc.	8/1/11

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

3.3 COMMENTS AND RESPONSES

3.3.1 REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

State CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines Section 15204).

State CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. State CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

State CEQA Guidelines Section 15088 also recommends that where the response to comments results in revisions to the Draft EIR, those revisions should be noted as a revision to the Draft EIR or in a separate section of the Final EIR.

3.3.2 RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

Public agency comment letters are coded by letters and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1: A-1).

Individual and interest group comment letters are coded by numbers and each issue raised in the comment letter is assigned a number (e.g., Comment Letter 1, comment 1: 1-1).

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strike-out~~ for deleted text). Comment-initiated text revisions to the Draft EIR and minor staff-initiated changes are also provided and are demarcated with revision marks in Section 4.0, Errata, of the Final EIR.

Letter A



California Regional Water Quality Control Board Central Valley Region Katherine Hart, Chair



Edmund G. Brown Jr.
Governor

11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
(916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>

15 July 2011

Leigha Schmidt
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

CERTIFIED MAIL
7010 3090 0001 4843 2909

COMMENTS TO DRAFT ENVIRONMENTAL IMPACT REPORT, PITTSBURG/BAY POINT BART MASTER PLAN PROJECT, SCH NO. 2010122023, CONTRA COSTA COUNTY

Pursuant to the State Clearinghouse's 17 June 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Environmental Impact Report* for the Pittsburg/Bay Point BART Master Plan Project, located in Contra Costa County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

A-1

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards,

A-2

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

California Environmental Protection Agency



Letter A Continued

Pittsburg/Bay Point BART Master Plan Project
SCH No. 2010122023
Contra Costa County

- 2 -

15 July 2011

also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

A-2
cont.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

A-3

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed for the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

A-4

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916)557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. Water Quality Certification must be obtained prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

A-5

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

A-6

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

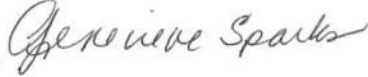
Letter A Continued

Pittsburg/Bay Point BART Master Plan Project
SCH No. 2010122023
Contra Costa County

- 3 -

15 July 2011

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT A – GENEVIEVE SPARKS, CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, CENTRAL VALLEY REGION

Response A-1: The commenter identifies types of projects that would be required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General permit), and states that the Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP).

Section 4.8.2, Regulatory Framework, of the DEIR includes a narrative of the regulations that the project would be subject to, including the Construction General Permit and the requirement to develop and implement a SWPPP. The project will be required to obtain coverage under the Construction General Permit for construction activities, and would therefore be required to develop and implement a SWPPP.

Response A-2: The commenter describes the types of Municipal Separate Storm Sewer System (MS4) Permits and outlines the MS4 permit requirements for Low Impact Development (LID)/post-construction standards. The commenter also states that the MS4 permits require specific design concepts for LID/post construction best management practices (BMPs) in the early stages of a project during the entitlement and CEQA process and the development plan review process.

See response A-1 above. Section 4.8.2, Regulatory Framework, of the DEIR includes a narrative of the regulations that the project would be subject to, including the National Pollution Discharge Elimination System (NPDES) permit, which includes MS4 permit requirements as a component of the larger NPDES requirements. The project will be required to comply with MS4 permit requirements.

Response A-3: The commenter states that storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

As described in Section 2.2 Project Characteristics of the Draft EIR, the project would be expected to result in development of medium- and high-density multi-family residential uses as well as a number of retail uses, two new parking garages, a transit plaza and bus shelter adjacent to the BART station, and a number of "flex" uses which can be any mix of retail, commercial, or quasi-public uses, depending on market conditions at the time of development. The Master Plan does not identify any industrial sites or proposed industrial use, therefore; it is not anticipated that the project would be required to comply with the regulations in the Industrial Water General Permit Order No. 97-03-DWQ.

Response A-4: The commenter states that a permit pursuant to Section 404 of the Clean Water Act may be needed if the project will involve discharge of dredge or fill material in a navigable water or wetland [i.e., Waters of the US], and states that, if the project requires surface water drainage realignment, the

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

applicant is advised to contract the Department of Fish and Game for Streambed Alteration Permit requirements.

Page 4.9-5 of Section 4.9.1, Biological and Natural Resources describes the Existing Conditions as they relate to possible wetlands identified within the detention basin within the project area. This section identified the existing drainage basin as having characteristic of a freshwater emergent wetland. Because the U.S. Army Corps of Engineers (USACE) has final authority over whether this wetland would be considered a jurisdictional feature subject to the requirements of Section 404, it is not known if the project contains waters or wetland features that are subject to the requirements of Section 404. Impact 4.9.4 identifies that the project may impact waters that are subject to the requirements of Section 404, and mitigation measure MM 4.9.4 is identified to mitigate this impact and requires that a Section 404 permit be obtained, if the USACE determines that subject waters are present and would be impacted by the project.

The project does not include surface water drainage realignment that would trigger the need for a Streambed Alteration Permit from the Department of Fish and Game.

Response A-5: The commenter states that if a 404 Permit or any other federal permit is required for the project due the disturbance of waters of the Unites States, then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities.

See response A-4 above. If the USACE determines that the project is subject to the requirements of Section 404, the project would be required to obtain a Water Quality Certification.

Response A-6: The commenter states that if the USACOE determines that only non-jurisdictional waters of the state are present in the proposed project area, the proposed project will require a Waste Discharge Requirements (WDR) permit to be issued by the Central Valley Water Board, and states that all discharges to all waters of the State are subject to State regulation under the California Porter-Cologne Water Quality Control Act.

See response A-4 above. If the USACE determines that the project area contains only non-jurisdictional waters of the state that would be impacted by the project, then the project would be required to obtain a WDR permit.

Letter B



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

ALAMEDA COUNTY
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(Chairperson)
Scott Haggerty
Jennifer Hosterman
Nate Miley

CONTRA COSTA COUNTY
John Gioia
(Vice-Chair)
David Hudson
Mark Ross
Gayle B. Uilkema

MARIN COUNTY
Harold C. Brown, Jr.

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SAN FRANCISCO COUNTY
John Avalos
Edwin M. Lee
Eric Mar

SAN MATEO COUNTY
Carole Groom
Carol Klatt

SANTA CLARA COUNTY
Susan Garner
Ash Kalra
(Secretary)
Liz Kniss
Ken Yeager

SOLANO COUNTY
James Spering

SONOMA COUNTY
Susan Gorin
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

July 28, 2011

Leigha Schmidt
Project Planner
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Subject: Pittsburg/Bay Point BART Master Plan Draft Environmental Impact Report

Dear Ms. Leigha Schmidt:

Bay Area Air Quality Management District (District) staff has reviewed your agency's Draft Environmental Impact Report (DEIR) for the Pittsburg/Bay Point BART Master Plan project (Project) located in the City of Pittsburg (City). We understand that the Project consists of a Master Plan outlining land use and design requirements within a 50.6 acre portion of the City in the vicinity of the Pittsburg/Bay Point BART station. The Project is expected to result in a mix of uses including medium- and high-density residences, two parking garages, retail, a transit plaza/bus shelter and a number of "flex" uses which may be any mix of retail, commercial or quasi-public uses, depending on future market conditions. Overall, the Project is expected to result in the addition of 1,168 dwelling units and 146,362 square feet of nonresidential uses employing approximately 1,300 people.

District staff has the following specific comments on the Project's environmental analysis.

Risks and Hazards for New Receptors Analysis

The DEIR identified potentially significant impacts to future sensitive receptors from toxic air contaminants (TAC) and PM2.5 due to traffic on SR-4. The DEIR included MM 4.6.5b to reduce this impact below the level of significance. MM 4.6.5b requires all future development proposals to conduct air dispersion modeling to determine if the project specific mitigation measures in MM 4.6.5b should be implemented. While the District supports this approach to assess and mitigate potential adverse impacts for areas above the District's risk and hazard significance threshold, modeling should not be required for the project areas that are outside the 10 in a million risk threshold. The District's current Highway Screening Analysis Tool for SR-4 indicates that the project alone risk and hazard threshold of 10 in a million extends approximately 900 feet south of SR-4. Therefore, the modeling requirements of MM 4.6.5b should not be applied to any proposed development outside of this area.

B-1



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Letter B Continued

Ms. Leigha Schmidt

-2-

July 28, 2011

In addition to the measures listed in MM 4.6.5b, the City should consider the location and phasing of sensitive land uses in the Project area.

1. Housing and land uses that may result in long-term exposure of new sensitive receptors to TAC's should be placed away from major emission sources. Therefore, the District encourages the City to consider a site design which would avoid the placement of sensitive receptors within close proximity of SR-4. Several uses outlined in the Project, including two parking garages, a detention basin, and commercial/office space would be better suited closer to SR-4, providing a buffer to future sensitive receptors by placing them at a greater distance from SR-4. A land use design consistent with the Contra Costa County adopted "Pittsburg/Bay Point BART Station Area Specific Plan" (June 2002) would provide greater protection for future sensitive receptors than the current site design shown in the Project. According to the land use distributions on pg. 21 of the "Pittsburg/Bay Point BART Station Area Specific Plan", commercial units, a parking garage, and a BART bus area are located closest to SR-4, and the residential units are located to the south (farther from SR-4).
2. The distance from SR-4 at which the estimated risk and PM2.5 concentrations exceed the District's thresholds of significance should decrease in future years, in response to emission reductions from the California Air Resources Board diesel regulations and turnover in the motor vehicle fleet (see pg. 19 of the District's Recommended Methods for Screening and Modeling Local Risks and Hazards). Therefore, the City could also require that the Project include phasing, so that proposed sensitive land uses within the TAC impacted area would only be developed when dispersion modeling indicates that risk and hazards impacts would be less than the 10 in a million threshold.

B-2

Criteria Air Pollutants Emissions Analysis

Emissions from long-term operational activities associated with implementation of the Project exceed the District's significance threshold for criteria pollutants. The Bay Area is currently in non-attainment for health based state and federal ozone and particulate matter standards. The emissions from this project should be mitigated to the maximum extent feasible to ensure this project does not adversely affect attainment of national and state air quality standards. In addition to the mitigation measures outlined on pg. 4.6-32 and 4.6-33 of the DEIR, District staff has identified additional feasible mitigation measures that should be made conditions of approval for all subsequent development within the Project area:

B-3

- Unbundle parking costs from rents and leases;
- Require employers to offer parking cash-out and transit subsidies to employees;
- Employer trip reduction programs;
- Carpool parking preferences;
- Electric vehicle charging stations.

In addition to these mitigation measures, we suggest that the City require an access road for vehicles (as shown in Figure 3.0.5 in the DEIR) between the Project, the adjacent shopping center, and the western portion of the Project (depicted as Medium Density Residential) in order to reduce vehicle miles of travel and ensure convenient access for pedestrians and bicyclists.

B-4

Greenhouse-Gas (GHG) Emissions Analysis

According to the DEIR, the Project yields a metric ton per service population (SP) ratio of 4.79 for build-out conditions. District staff understands that the City utilized an operational emissions

B-5

Letter B Continued

Ms. Leigha Schmidt

-3-

July 28, 2011

threshold of 6.6 MT CO₂e/SP/yr. However, as is stated on pg. 2-7 of the District's 2010 CEQA Guidelines, this threshold is only intended to be applied to general plans. Other plans, including specific plans, congestion management plans, etc., should use the project-level threshold of 4.6 MT CO₂e/SP/yr. (Alternatively, the Guidelines provide the option to use a threshold of 1,100 MT CO₂e/yr, or to develop and implement a Qualified GHG Reduction Strategy). We recommend that the City compare operational GHG emissions to the District's 4.6 MT CO₂e/SP/yr project-level threshold (if the City chooses to use a service population metric). Since the Project just barely exceeds the 4.6 MT CO₂e/SP/yr project-level threshold of significance for operational GHG emissions, implementation of the feasible mitigation measures listed below should ensure the Project does not result in significant GHG impacts.

- Achieve energy efficiency performance that exceeds 2008 Title 24 standards by 20%;
- Require on-site renewable energy systems, such as wind turbines, solar photovoltaic or solar hot water heating systems;
- Unbundle parking costs from rents and leases;
- Require employers to offer parking cash-out and transit subsidies to employees;
- Employer trip reduction programs;
- Carpool parking preferences;
- Electric vehicle charging stations.

**B-5
cont.**

District staff recommends utilizing the 2010 CEQA Guidelines (<http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines%20May%202011.ashx?la=en>) as well as the CAPCOA report entitled "Quantifying Greenhouse Gas Mitigation Measures" (<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>) for additional information on mitigation measures and quantification methodologies.

District staff is available to assist City staff in addressing these comments. If you have any questions, please contact Jackie Winkel, Environmental Planner, (415) 749-4933.

Sincerely,

Jean Roggenkamp
For Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director John Gioia
BAAQMD Director David Hudson
BAAQMD Director Mark Ross
BAAQMD Director Gayle Uilkema
BART Deputy Manager Val Menotti
BART Principal Property Development Officer John Rennels
MTC Transportation Planner Therese Trivedi
ABAG Regional Planner Sailaja Kurella

COMMENT B – JEAN ROGGENKAMP, BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Response B-1: The commenter indicates that the Draft EIR identified potentially significant impact to future sensitive receptors from toxic air contaminants (TAC) and PM_{2.5} due to traffic on SR 4, and included mitigation measure MM 4.6.5b to reduce the impact to less than significant. MM 4.6.5b requires all future development proposals to conduct air dispersion modeling to determine if project specific mitigation measures identified in MM 4.6.5b should be implemented. The commenter indicates that the modeling requirements of MM 4.6.5b should not be applied to any proposed development outside of areas that are within a 10 in a million risk threshold, which the District identifies as approximately 900 feet south of SR 4 at the time of the publication of the Draft EIR.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-11.

Response B-2: The commenter suggests that in addition to mitigation measures listed in MM 4.6.5b, the City should consider including the location and phasing of sensitive land uses in the project area and describes several suggested changes to site design and phasing of construction of sensitive receptors near emissions sources.

As part of the project development process, the City examined similar site design and construction phasing items as suggested by the commenter and found that implementing them would be prohibitive to the feasibility of the project and would not meet project goals to increase pedestrian circulation and to create a critical mass of people throughout the site. As such, these measures are not included as part of the Master Plan or as mitigation measures in the DEIR.

Response B-3: The commenter recommends and lists additional mitigation measures suggested for further reduction of long-term operational emissions.

Page 4.6-32 of the Draft EIR describes the features of the project that comply with sustainable development principles, as characterized by a mix of uses and a circulation system that prioritizes pedestrians, bicyclists, and transit riders over single-occupancy vehicles, all of which contribute to reduction of vehicle miles traveled and thereby ultimately reduces vehicle miles traveled both within and from the project area. As part of the Planning Commission recommendation of approval to the City Council on July 26, 2011, the Commission recommended adoption a conditional of approval for the project that would require the following:

“Prior to issuance of entitlements for development of BART-owned property, a comprehensive parking demand management and access study for all uses, including BART commuter parking, shall be completed by the developer. The analysis shall include use of the BART direct ridership model, the estimated impact of eBART service and parking, and the impact of parking pricing strategies (e.g., pricing of parking, unbundling of parking from land rent). A cost effectiveness analysis will be conducted to compare the cost of providing parking with various strategies such as

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

improved transit services, transit discounts, and pedestrian and bicycle amenities. Effective strategies and techniques to reduce parking demand on BART-owned properties shall be incorporated into future development proposals. Reductions in parking, including reductions in size or number of the parking structures or surface parking areas, shall not necessitate amendment of the Master Plan."

The additional measures recommended by the commenter will likely be implemented as a result of this condition of approval, if adopted by the City Council.

Response B-4: The commenter suggests that the City require an access road for vehicles between the project site, the adjacent shopping center, and the western portion of the project site in order to reduce vehicle miles of travel and to ensure convenient access for pedestrians and bicycles.

This comment does not address the adequacy of the EIR and, therefore, no response is required, however the recommendations of the commenter will be presented to the decision makers for consideration.

Response B-5: The commenter states that the DEIR identifies an operational emissions threshold of 6.6 MT CO₂e/SP/yr as the threshold for greenhouse gas (GHG) emissions, whereas the Air Quality District uses a threshold of 4.6 MT CO₂e/SP/yr for project-level analysis. The commenter recommends that the City compare operational GHG emissions to the District's 4.6 MT CO₂e/SP/yr project-level threshold. Also, since the DEIR identified that project-level GHG emissions of 4.79 MT CO₂e/SP/yr exceed the District's threshold of 4.6 MT CO₂e/SP/yr, mitigation measures should be added to reduce this impact.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-15. In the changes made to the Draft EIR, the GHG threshold is corrected to reflect the District's project-level threshold. Additionally, based on the District's recommendation that the project use the District's project-level threshold in examining GHG emissions, the Greenhouse Gas Calculator model was also updated to reflect more detailed project-level components of the project, including completed bike and pedestrian paths, retail centers surrounded by residential uses, and complete streets that were not considered under the "program" level analysis. By updating the Greenhouse Gas Calculator model with more detailed, project-level assumptions, the results of the model have also been updated. Because the updated project-level emissions identified GHG emissions below the District's threshold of 4.6 MT CO₂e/SP/yr, the impact has been identified as less than cumulatively considerable and, therefore, the commenter's recommended mitigation measures have not been added.

Letter C



Julia R. Bueren,
ex officio Chief Engineer
R. Mitch Avalon,
Deputy Chief Engineer

July 28, 2011

Leigha Schmidt
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

RE: Pittsburg/Bay Point BART Station Master Plan DEIR
File: 97-48 EIR — Pittsburg/Bay Point BART Station Master Plan

Dear Ms. Schmidt:

We have reviewed the Draft Environmental Impact Report (DEIR) for the Pittsburg/Bay Point BART Station Master Plan located north of West Leland Road, south of SR4 and west of Bailey Road, which we received on June 20, 2011, and offer the following comments:

1. This project is located within Drainage Area 48 (DA 48), an unformed drainage area. The DEIR Hydrology Section under Surface Hydrology incorrectly states that this project is within Drainage Area 48B and served by Line B. Based on our Drainage Area maps, it appears that the drainage from the project area drains north under SR4 and into Drainage Area 48D Line AA, which farther downstream becomes Line A. The information in the Hydrology Section should be corrected. **C-1**
2. Paragraph 3 of the Hydrology and Water Quality Section under Surface Hydrology discusses the drainage pattern of the site. This paragraph needs further clarification. Please clarify the following areas:
 - a. **"From west Leland Road west of the BART station (the eastern half of the Master Plan Area)"** — This description is contradictory since the Master plan covers the area just to the east of the Bart station, and yet the description excludes that area, but describes it as "the eastern half of the Master Plan Area." **C-2**
 - b. **"From West Leland Road in the vicinity of the BART station, stormwater is diverted to an open channel. . ."** — The description of the source of the stormwater is unclear. Is this supposed to be the runoff from the subdivisions south of the project? Furthermore, the only open channel shown on Figure 4.8-2, which shows existing storm drains, is the concrete channel along the north side of the West Coast Home Builders' parcel. If there is another open channel, it needs to be shown on Figure 4.8-2.
3. The Hydrology and Water Quality Section discusses Flooding, but only of Lawlor Creek. Although this project is shown as being in the Lawlor Creek Watershed, as shown on Figure 4.8-1, which was apparently obtained from the City of Pittsburg General Plan, the project area actually drains to another system parallel and to the west of Lawlor Creek, DA 48D Line AA and Line A. Therefore, the DEIR should discuss flooding issues along this drainage system as well. **C-3**

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Letter C Continued

Leigha Schmidt
July 28, 2011
Page 2 of 3

4. A hydrology map defining the drainage areas within the main watershed should be included in the DEIR. **C-4**
5. In Table 4.8-1, the analysis in response to Policy 9-P-21 indicates that the downstream drainage and runoff is assessed in the Hydrology Analysis in Appendix F. The Hydrology Analysis does not directly assess the downstream drainage and City Stormwater facilities. It does indicate that the detention basin will reduce the peak flows of runoff from the project to below existing conditions. To comply with Policy 9-P-21, the Hydrology Analysis or the DEIR text would need to specifically discuss the capacity of the existing downstream facilities. **C-5**
6. It is not immediately clear that Policy 9-P-23 only applies to construction activities, which the Analysis would seem to indicate by referencing the Analysis for Goal 9-G-4 in response. The restatement of the policy should make that clear, or the analysis should respond to the requirement to use BMP's to minimize creek bank instability and flooding beyond the construction period. **C-6**
7. The Hydrology Analysis in Appendix F should include a written discussion of how the analysis was done, what was considered, what the data shown means, what the conclusions of the analysis were, etc. Since the Hydrology Analysis is included in the DEIR, as it should be, it should be understandable to a wide variety of readers. This will require interpretation of the data presented and an explanation of the tables. **C-7**
8. The Hydrology Analysis in Appendix F attempts to compare the runoff from the existing conditions of the site to the runoff from the conditions of the site post-project. The project proposes to expand the existing on-site detention basin to mitigate for the new impervious surface created by the project. In looking at the "Bay Area Hydrology Model — PROJECT REPORT," it appears that the model does not take into account the existing mitigation to peak flows provided by the current detention basin. Nothing is entered under the "Element Flows To:" area of the Predeveloped Land Use section, whereas "Trapezoidal Pond 1" is listed under the mitigated land use section. For a true comparison of existing conditions and post-project conditions, the mitigation of peak flows provided by the existing basin should be included in the analysis. Exclusion of the current peak flow mitigation may give the impression that the existing downstream storm drain system has more capacity than it actually does. **C-8**
9. The in-tract drainage system calculations in the Hydrology Analysis appear to be done using the 100-year storm event flows, per the label at the bottom of the report pages. However, the Detention Basin Study only lists the storm flows up to the 25-year event and uses historical peak flow data for the calculations. Some of the data points used exceed the 25-year storm event flow, but since the 100-year event peak flow is not listed, it is unclear whether the study looks at this event. The 100-year storm event peak flow should also be considered in the Detention Basin Study. **C-9**
10. Please send the FC District a copy of the Detention Basin Design when it becomes available. Based on the information provided in the DEIR, it appears that the basin is a regional facility as it collects water from more than the area in the Pittsburg/Bay Point BART Master Plan, and it drains to DA 48D facilities, which are regional facilities. **C-10**

Letter C Continued

Leigha Schmidt
July 28, 2011
Page 3 of 3

Therefore, we would like an opportunity to review the design of the basin. Design data for the existing basin is located in the Final Drainage Report for State Route 4 at Bailey Road, a copy of which is in our records. This information can be made available for your use, if you have not already received it.

**C-10
cont.**

We appreciate the opportunity to review plans involving drainage matters and welcome continued coordination. If you have any questions, please contact me via e-mail at kschu@pw.cccounty.us or by phone at (925) 313-2179; alternately, you may contact Teri Rie at trie@pw.cccounty.us or (925) 313-2363.

Sincerely,



Kara Schuh-Garibay
Civil Engineer
Contra Costa County Flood Control
& Water Conservation District

KSG:cw
G:\ddc\CurDev\CITIES\Pittsburg\97-48 EIR\Pittsburg-Bay Point BART Master Plan\DEIR Comment Letter 7-28-11.docx

cc: M. Carlson, Flood Control
T. Jensen, Flood Control
T. Rie, Flood Control

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT C – KAREN SCHUH-GARIBAY, CONTRA COSTA COUNTY FLOOD CONTROL DISTRICT & WATER CONSERVATION DISTRICT

Response C-1: The commenter states that the project is located within Drainage Area 48 (DA 48), and unformed drainage area, whereas the Draft EIR states that the drainage area is within Drainage Area 48B and served by Line B, which is incorrect. This information should be corrected.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-12.

Response C-2: The commenter states that Part 3 of the Draft EIR Hydrology Section discusses the drainage patterns of the site, and requests further clarification on the following areas:

- **“From West Leland Road west of the BART station (the eastern half of the Master Plan Area)”** – This description is contradictory since the Master Plan covers the area just to the east of the BART station, and yet the description excludes that area, but describes it as “the eastern half of the Master Plan Area”.
- **“From West Leland Road in the vicinity of the BART station, stormwater is diverted to an open channel...”** – The description of the source of the stormwater is unclear. Is this supposed to be the runoff from the subdivisions south of the project? Furthermore, the only open channel shown on Figure 4.8-2 is the concrete channel along the north side of the West Coast Home Builders' parcel. If there is another open channel, it needs to be shown in Figure 4.8-2.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-12, as follows:

Contra Costa County has developed a Drainage Area (DA) Boundary Map that shows the legally described area for the Drainage Area parcels within that boundary. These parcels are noted in the assessor's parcel database so that the County Flood Control and Water Conservation District can identify which parcels are legally in the Drainage Area (Contra Costa County Flood Control and Water Conservation District 2008). The Master Plan area is located in ~~Drainage Area 48B and is served by Line B within this drainage area~~ Drainage Area 48, an unformed drainage. From West Leland Road west of the BART station ~~(the eastern half of the Master Plan area)~~, stormwater runoff is diverted to a 42-inch storm drain that carries runoff north and under SR 4. From West Leland Road in the vicinity of the BART property, stormwater flows ~~is diverted to an open channel that conveys runoff~~ northward to a 36-inch storm drain under SR 4. Stormwater runoff from the Oak Hills Shopping Center located along Bailey Road to the east of the Master Plan area is transported north to drainage facilities located along the south side of SR 4 that carry the runoff west to a culvert under SR 4. This culvert is located immediately west of the end of

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

the SR 4/Bailey Road interchange on- and off-ramps (City of Pittsburg 2001). Storm drainage infrastructure is also located south of the Master Plan area within West Leland Road and in the existing subdivision project to the south (see **Figure 4.8-2**). Flows from the upper watershed area south of SR 4 are constricted by the capacity of the existing culverts under SR 4.

Response C-3: The commenter states that the Hydrology and Water Quality Section discusses flooding, but only of Lawlor Creek. Although this project is shown as being in the Lawlor Creek Watershed, as shown on Figure 4.8-1, the project area actually drains to another system parallel and to the west of Lawlor Creek, DA 48D Line AA and Line A. Therefore, the Draft EIR should discuss flooding issues along this drainage system as well.

This discussion in the Draft EIR is intended only to identify 100-year flood risk associated with the project site under the existing setting. The text referenced by the commenter adequately identifies any 100-year flood risks associated with the site, and a discussion of flood risks associated with areas downstream of the project site is not relevant to the discussion.

Response C-4: The commenter states that a hydrology map defining the drainage areas within the main watershed should be included in the Draft EIR.

A hydrology map was provided in the Draft EIR in Appendix F – Hydrology Analysis.

Response C-5: The commenter states that in Table 4.8-1, the analysis in response to Policy 9-P-21 indicates that the downstream drainage and runoff is assessed in the Hydrology Analysis in Appendix F. The Hydrology Analysis does not directly assess the downstream drainage and City Stormwater facilities. It does indicate that the detention basin will reduce the peak flows of runoff from the project to below existing conditions. To comply with Policy 9-P-21, the Hydrology Analysis or the Draft EIR text would need to specifically discuss the capacity of the existing downstream facilities.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-13.

Response C-6: The commenter states that in Table 4.8-1, it is not clear that Policy 9-P-23 only applies to construction activities, which the Analysis would seem to indicate by referencing the Analysis for Goal 9-G-4 in response. The restatement of the policy should make that clear, or the analysis should respond to the requirement to use BMPs to minimize creek bank instability and flooding beyond the construction period.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-13.

Response C-7: The commenter states that the Hydrology Analysis in Appendix F should include a written discussion of how the analysis was done, what was considered, what data shown means, what the conclusions of the analysis were, etc. Since the Hydrology Analysis is included in the Draft EIR, as it

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

should be, it should be understandable to a wide variety of readers. This will require interpretation of the data presented and an explanation of the tables.

The written discussion of the Hydrology Analysis in Appendix F is provided as the Section 4.8 Hydrology and Water Quality in the Draft EIR. Section 4.8 includes the discussion and interpretation of the technical information provided in Appendix F Hydrology Analysis, as requested by the commenter.

Response C-8:

The commenter states that the Hydrology Analysis in Appendix F attempts to compare the runoff from the existing conditions of the site to the runoff from the conditions of the site post-project. The project proposes to expand the existing on-site detention basin to mitigate for the new impervious surface created by the project. It appears that the model does not take into account the existing mitigation to peak flows provided by the current detention basin. For a true comparison of existing conditions and post-project conditions, the mitigation of peak flows provided by the existing basin should be included in the analysis.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-17. The Bay Area Hydrology Model – Project Report as shown in Appendix F of the Draft EIR has been revised to include the commenter's recommendations.

Response C-9:

The commenter states that the in-tract drainage system calculations in the Hydrology Analysis appear to be done using the 100-year storm event flows. However, the Detention Basin Study only lists the storm flow up to the 25-year event and uses historical peak flow data for the calculations. Since the 100-year storm event peak is not listed, it is unclear whether the study looks at this event.

The in-tract drainage system is based on the 100 year storm peak flow rates. The detention basin study is based on storm volumes projected from historical data that has been collected over the past 40+ years. The printout only shows up to the 25 year storm event because it uses actual historical data points and not theoretical 100 year storm curves. In order to check the detention basin for theoretical 100 year storm volumes the project Hydrologist doubled the output of the 10 year storm (typically the 100 year storm is generally about 1.5 times the 10 year storm) and the proposed detention basin design still achieved 100 year storm requirements. A detailed detention basin and storm drain pipe network report will be completed at the time of final design. This study is programmatic in nature and is meant only to provide an order of magnitude for the basin size. The basin size and shape will need to be revisited and refined during the final design stage.

Response C-10:

The commenter requests that the Flood Control District be sent a copy of the Detention Basin Design when it becomes available. Based on the information provided in the Draft EIR, it appears that the basin is a regional facility as it collects water from more than the area in the Pittsburg/Bay Point BART Master Plan, and it drains to DA 48D facilities, which are

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

regional facilities, therefore; they would like the opportunity to review the design of the basin.

A copy of a detailed detention basin design will be delivered to the FC District during the final design stage, as part of the standard planning application review process. This plan is preliminary and programmatic in nature and is only meant to be used in the planning stages of the project.

Letter D

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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August 1, 2011

CC004062
CC-4-R20.10
SCH #2010122023

Ms. Leigha Schmidt
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

Dear Ms. Schmidt:

Pittsburg/Bay Point BART Master Plan – Draft Environmental Impact Report (DEIR)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Pittsburg/Bay Point BART Master Plan Project. The following comments are based on the DEIR. As the lead agency, the City of Pittsburg is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City of Pittsburg work with both the applicant and the Department to ensure that our concerns are resolved during the California Environmental Quality Act (CEQA) process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

D-1

D-2

Signal Operations

Please provide an electronic copy of the Synchro analysis result shown in Appendix C (Transportation).

D-3

Community Planning

In the Transportation and Traffic Section 4.4, Pedestrian Facilities, since the project will generate more vehicular trips to and from State Route 4 (SR) 4, the City should encourage walking as an

D-4

"Caltrans improves mobility across California"

Letter D Continued

Ms. Leigha Schmidt
 City of Pittsburg
 August 1, 2011
 Page 2

alternative to driving to and from the transit facility and should therefore provide and maintain safe and convenient pedestrian and bicycle facilities. Intersection modifications are proposed as mitigation for traffic impacts from future development. These modifications will result in secondary impacts to pedestrian safety due to increased volume, additional vehicular turning movements, and in some areas, longer crosswalks. Generally, the City should incorporate safety countermeasures for pedestrians and bicyclists, including crosswalk countdowns, medians, and traffic-calming measures to address these secondary impacts. Specific improvements for pedestrians on State ROW can be addressed through the encroachment permit process.

D-4
 cont.

In the Executive Summary, Mitigation Measure (MM) 4.4.4, Table 2.0-2, in addition to completing the planned bicycle network along Bailey Road from West Leland to Willow Pass Road, the Department recommends that the City also improve the existing pedestrian facilities and implement traffic-calming measures along this road. In addition, at the eastbound on/off-ramps intersection, please address the existing policies that support alternative transportation.

D-5

On page 2.0-11, MM 4.4.5 b, the modification to add free right turn movement and additional turning lanes to the West Leland Road/San Marcos Boulevard intersection will impact bicycle and pedestrian facilities. Please ensure that these impacts are minimized by implementing traffic-calming measures and appropriate safety measures.

D-6

On page 2.0-11, MM 4.4.5e, the addition of northbound left-turn lanes and widening of the eastbound approach to the Bailey Road/West Leland Road intersection will impact bicycle and pedestrian facilities. Please ensure that these impacts are minimized by implementing traffic-calming measures and appropriate safety measures.

D-7

On pages 2.0-11 and 2.0-12, MM 4.4.5c, the addition of a northbound left-turn lane and protected north-south left-turn movements at the West Leland Road/Oak Hills Drive/D Street intersection will impact bicycle and pedestrian movement. Although the crosswalk length remains the same, the additional vehicles and turning movements will increase potential conflicts with pedestrians and bicyclists. Please avoid these impacts by implementing traffic-calming measures and other safety measures for pedestrians and cyclists.

D-8

Impacts to pedestrian and bicycle facilities should be addressed separately since these impacts will require specific mitigation measures.

D-9

Forecasting

The Department believes the AM and PM peak hour trip reductions as 32 percent and 26 percent are too high. The *Trip Generation Handbook, 2nd edition, June 2004* demonstrates 20 percent as max reduction for peak hour. Please revise 20 percent as reasonable reduction.

D-10

"Caltrans improves mobility across California"

Letter D Continued

Ms. Leigha Schmidt
City of Pittsburg
August 1, 2011
Page 3

Please feel free to call or email Luis Melendez of my staff at (510) 286-5606 or Luis_Melendez@dot.ca.gov with any questions regarding this letter.

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT D – GARY ARNOLD, CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Response D-1: The commenter states that as the Lead Agency for the project, the City is responsible for all project mitigation, including any needed improvements for State highways, and that the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures and this information included in the Mitigation Monitoring and Reporting Plan.

Throughout Section 4.4 Transportation and Traffic, the City identifies the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring for each mitigation measure identified. This information will also be included in the Mitigation Monitoring and Reporting Plan to be developed for the project.

Response D-2: The commenter states that an encroachment permit will be required for work within the State right-of-way (ROW) and that the Department will not issue a permit until the commenter's concerns are adequately addressed.

While this comment does not address the adequacy of the EIR and, therefore, no response it required, this comment is noted and the City will seek out coordination with Caltrans to resolve any outstanding issues as part of the encroachment permit process.

Response D-3: The commenter requests an electronic copy of the Synchro analysis results shown in Appendix C of the Draft EIR.

While this comment does not address the adequacy of the EIR and, therefore, no response it required, this comment is noted and the City provided an electronic copy of the requested information to the commenter along with the response to comments.

Response D-4: The commenter states that, since the project will generate more vehicular trips to and from State Route 4, the City should encourage walking as an alternative to driving to and from the transit facility by providing and maintaining safe and convenient bicycle and pedestrian facilities. Also, the commenter indicates that the proposed intersection modifications to reduce traffic impacts will result in secondary impact to pedestrian safety and recommends safety countermeasures for pedestrians and bicyclists.

As stated on Page 4.4-58, the Master Plan includes specific design requirements and other standards that would ensure adequate visibility of pedestrians, crosswalks, and other alternative transportation resources. Additionally, the number of curb cuts on internal streets will be limited, pedestrian interfaces with the parking garage main entrances and exits will be controlled, and pedestrian safety will be a required aspect of design. These features, along with implementation of mitigation measure MM 4.4.4 addressing bicycle/traffic conflicts, will ensure that the impact of the Master Plan on pedestrian and bicycle circulation and safety will be less than significant. The commenter's additional recommendations to

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

improve pedestrian and bicycle safety will be provided to the project's decision makers for consideration.

Response D-5: The commenter states that in addition to completing the planned bicycle network along Bailey Road from West Leland to Willow Pass Road, as currently proposed in mitigation measure MM 4.4.4, the commenter recommends that the City also improve the existing pedestrian facilities and implement traffic-calming measures along this road. Additionally, the commenter asks for the City to address the existing policies that support alternative transportation at the eastbound on/off ramps intersection.

The additional improvements recommended by the commenter are not currently included as part of the Master Plan, however the recommendations will be presented to the decision makers for consideration and implemented as part of the final roadway design as appropriate.

Response D-6: The commenter states that the implementation of mitigation measure MM 4.4.5b, which would add a free right-turn movement and additional turning lanes to the West Leland Road/San Marcos Boulevard intersection will impact bicycle and pedestrian facilities, and recommends minimization by implementing traffic-calming measures and appropriate safety measures.

Please see response D-4 above.

Response D-7: The commenter states that the additional of northbound left-turn lanes and widening of the eastbound approach to the Bailey Road/West Leland Road intersection will impact bicycle and pedestrian facilities, and recommends minimization by implementing traffic-calming measures and appropriate safety measures.

Please see response D-4 above.

Response D-8: The commenter states that the additional of turn lanes and turn movements at the West Leland Road/Oak Hills Drive/D Street intersection will impact bicycle and pedestrian movement, and recommends avoiding these impacts by implementing traffic-calming measures and other safety measures for pedestrians and cyclists.

Please see response D-4 above.

Response D-9: The commenter states that impacts to pedestrian and bicycle facilities should be addressed separately, since these impacts will require mitigation measures.

Impacts to pedestrian and bicycle facilities are discussed a separate topic areas beginning on Page 4.4.58 of the Draft EIR.

Response D-10: The commenter suggests that the traffic analysis completed for the project adopt an approximately 20% overall vehicle reduction in the

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

estimated generated trips, based on the *Trip Generation Handbook, 2nd edition, June 2004*, instead of the higher rates assumed in the Draft EIR.

The trip generation presented in the Draft EIR applies three reductions to the ITE-estimated project trip generation to account for the specific characteristics of the project. As described on page 4.4-41 of the Draft EIR, the Direct Ridership Model (DRM) and Mixed-Use Development Model (MXD) methodologies account for trips generated by BART, bus, and internal trips within the project area. They do not account for interim stops at the commercial uses in the project area by transit riders. Considering that the project site is adjacent to a BART Station, it is expected that many of the commercial uses would provide services used by BART commuters. Thus, the commercial trips generated by the project are reduced by 5% to account for the pass-by trips by BART riders and others.

The ITE Trip Generation Handbook recommends a 20% reduction for mixed-use developments within 0.25 mile of a transit development. The traffic consultant who prepared the traffic analysis believes that the methodology presented in the DEIR presents a better estimate of trip generation reduction than the ITE recommendation for the following reasons:

- The ITE methodology is based on employer conducted surveys. The models used in the EIR were developed based on actual counts collected at numerous locations.
- The ITE methodology applies a generic reduction and does not account for the specific uses or other characteristics of the site. Both MXD and DRM models account for the specific uses within the project and other site characteristics such as transit service and adjacent uses.

Based on the above, the City believes the methodology for the traffic analysis in the DEIR adequately represents the impacts associated with the proposed project.

Letter E

Department of
Conservation &
Development

Community Development Division

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651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229

Phone: 925-335-1220

Contra
Costa
County



Catherine O. Kutsuris
Director

July 13, 2011

Leigha Schmidt, Project Planner
City of Pittsburg, Planning Division
65 Civic Avenue
Pittsburg, CA 94565

**RE: Comments on Pittsburg/Bay Point BART Master Plan and Draft
Environmental Impact Report (DEIR).
Lead Agency: City of Pittsburg**

Dear Ms. Schmidt:

Thank you for providing Contra Costa County (County) an opportunity to comment on the above captioned project. Comments were provided on the initial study for this project and appear to have been addressed in the DEIR. After reviewing the DEIR, the County would like to provide the following comments on the *Transportation and Traffic* section and analysis:

1. Page 2.0-11: The column of mitigation measures associated with impact 4.4.5 appears to be out of order. **E-1**
2. Page 4.4-40: The DEIR states the Direct Ridership Model (DRM) was applied to the Pittsburg/Bay Point BART Station in the "2030 forecast year." However the analysis scenarios evaluate the project to a 2035 horizon year. In addition, it is stated that the DRM model estimated the Master Plan area would generate approximately 1,620 daily BART trips, including 165 in the AM peak hour and 172 in the PM peak hour. The analysis assumes that all of the estimated AM and PM trips would be shifted from driving to BART, and thus were deducted from the initial vehicle trip generation estimates for the project. The analysis doesn't provide a strong basis for this assumption and should provide more information on how the study can reasonably reach this conclusion. This would suggest that all of the new AM and PM peak hour trips being deducted are at least within walking distance of the station, which seems unlikely. **E-2**

Letter E Continued

3. Page 4.4-51: The DEIR indicates the possibility of impacts to local roadways due to construction related traffic (e.g. disrupt traffic flows, block lanes, contribute to decreased LOS, and disrupt alternative modes of transportation). In addition to these potential impacts, heavy-duty construction vehicles could also potentially degrade the physical roadway over an extended period of time. The mitigation measure and construction management plan should include a provision for a pre and post project survey of pavement conditions on County roads. Haul routes that include County roadways should be reviewed and approved by the County Public Works Department (PWD), and the applicant shall construct roadway repairs as necessary and as indicated by the post project survey.

E-3

4. Page 4.4-69: Table 4.4-16 provides a summary of mitigation measures for the project study intersections expected to be impacted under the cumulative scenario. Intersection #9, Willow Pass Road/Bailey Road, is anticipated to operate at LOS E and LOS F in the AM peak period under the cumulative no project and cumulative plus project scenario, respectively. The proposed mitigation would reduce the impact to LOS D, and is stated as follows:

“Restripe the northbound approach to separate left-turn and shared through/right lane and modify traffic signal to provide protected north-south left-turn phasing.”

The northbound approach on Bailey Road currently has an exclusive left-turn, through and right turn lane. It should be determined if the proposed modified traffic signal alone would still mitigate the impact to this intersection, or if additional improvements would be necessary. County staff would recommend Mitigation Measure 4.4.5d is revised to state the following:

E-4

“The City of Pittsburg should develop a fee program to fund intersection improvements that will result in an acceptable LOS at the Willow Pass Road/Bailey Road intersection. The proposed improvements, as the basis of this fee program, should be coordinated with the Transportation Division of the County Public Works Department.”

The document currently specifies additional turning movements at this intersection; however, with the newly constructed Walgreens and recent revisions to the lane configuration on Willow Pass Road, the County recommends that the precise revisions of the signal or lane configuration be confirmed during establishment of the fee program by coordination with the County PWD. The fee program should specify in the policy that fair share contributions towards the intersection improvements are a condition of building permit issuance.

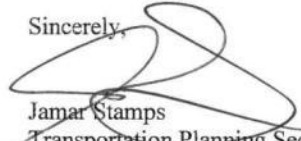
5. General Comment: A phasing plan should be prepared which assures transportation infrastructure improvements will be constructed with the appropriate timing so that capacity is provided for vehicles, busses, and pedestrians in advance of experiencing the impact on capacity.

E-5

Letter E Continued

If you have any questions or concerns regarding the above comments, please do not hesitate to contact me at the above telephone number, or e-mail me at jamar.stamps@dcd.cccounty.us. Again, thank you for the opportunity to comment on the DEIR. The County looks forward to being involved in the review of Final EIR for the proposed project.

Sincerely,



Jamar Stamps
Transportation Planning Section

cc: S. Goetz, DCD
P. Roche, DCD
J. Fahy, PWD
M. Halle, PWD
J. Cunningham, TRANSPAN

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT E – JAMAR STAMPS, CONTRA COSTA COUNTY DEPARTMENT OF CONSERVATION & DEVELOPMENT

Response E-1: The commenter states that on Page 2.0-11, the column of mitigation measures associated with Impact 4.4.5 appears to be out of order.

DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-2. Mitigation measures MM 4.4.5c and MM 4.4.5d incorrectly listed in Table 2.0-3 as well as Table 2.0-2.

Response E-2: The commenter states that on Page 4.4-40, the stated Direct Ridership Model (DRM) was applied to the project in the “2030 forecast year”. However, the analysis scenarios evaluate the project to a 2035 horizon year. Additionally, the analysis assumes that all estimated AM and PM trips would be shifted from driving to BART, and thus were deducted from the initial vehicle trip generation estimates for the project. The analysis does not provide a strong basis for this assumption and should provide more information.

The analysis assumes that the project would generate 165 AM peak hour and 172 PM peak hour BART trips. The entire project is within walking distance of the BART Station, and the base trip generation is based on ITE data which is generally collected at single-use suburban sites with little or no transit service. Thus, it is reasonable to assume that these trips would shift from driving to using BART.

Response E-3: The commenter states that the Draft EIR indicates the possibility of impacts to local roadways due to construction related traffic. In addition to these potential impacts, heavy-duty construction vehicles could also potentially degrade the physical roadway over an extended period of time. The mitigation measures and construction management plan should include a provision for a pre and post project survey of pavement conditions on County roads, and haul routes that include County roadways should be reviewed and approved by County Public Works Dept. and the applicant shall construction roadway repairs as necessary and as indicated by the post project survey.

One of the requirements of mitigation measure MM 4.4.2 includes provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the developer. This would apply to all haul route roads, regardless of if they are City or County roads. To address the review of haul routes over County roadways by the commenter, the DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-7.

Response E-4: Regarding Page 4.4-69, the commenter states that Table 4.4-16 provides a summary of mitigation measures for the project study intersections expected to be impacted under the cumulative scenario. The interaction of Willow Pass Road/Bailey Road is anticipated to operate at LOS E and LOS F in the AM peak hour under the cumulative no project and

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

cumulative plus project scenario, respectively. The proposed mitigation would reduce the impact to LOS D through restriping identified in the measure. The northbound approach on Bailey Road currently has an exclusive left-turn through and right-turn lane. It should be determined if the proposed modified traffic signal along will still mitigate the impact to this intersection, or if additional improvements would be necessary, and County staff recommends revisions to mitigation measure MM 4.4.5d. The County recommends that the precise revisions of the signal or lane configuration be confirmed during establishment of the fee program by coordination with the County Public Works Department. The fee program should specify in the policy that the fair share contributions towards the intersection improvements are a condition of building permit issuance.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-9.

Response E-5:

The commenter states that a phasing plan should be prepared which assures transportation infrastructure improvements will be constructed with the appropriate timing so that capacity is provided for vehicles, busses, and pedestrians in advance of experiencing the impact on capacity.

This comment does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration.

Letter F



Delta Diablo Sanitation District

OFFICE AND TREATMENT PLANT: 2500 PITTSBURG-ANTIOCH HIGHWAY, ANTIOCH, CA 94509-1373
TEL.: (925) 756-1900 ADMIN. FAX: (925) 756-1961 MAINT. FAX: (925) 756-1963 OPER. FAX: (925) 756-1962 TECH. SVCS. FAX: (925) 756-1960
www.ddsd.org

August 2, 2011

VIA EMAIL: lschmidt@ci.pittsburg.ca.us

Ms. Leigha Schmidt, Project Planner
City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565

SUBJECT: PITTSBURG/BAY POINT BART MASTER PLAN DRAFT ENVIRONMENTAL
IMPACT REPORT

Dear Ms. Schmidt:

Thank you for providing the Delta Diablo Sanitation District (DDSD) with the opportunity to review the subject Draft Environmental Impact Report (DEIR). The draft report includes a review of the environmental impacts for a portion of proposed development in the vicinity of the Pittsburg/Bay Point BART Station, comprised of an approximately 50.6 acre master plan area (APN 097-160-044, 045, and 049) within the City of Pittsburg. It is noted that approximately half the master plan area is currently owned by BART and the remaining half is owned by West Coast Home Builders (WCHB). The Master Plan is expected to result in development of medium and high-density multifamily residential uses as well as retail, parking, and commercial uses. Overall the master plan is expected to result in the addition of 1,168 dwelling units and 146,362 square feet of nonresidential uses. The following summarizes District clarifications related to recycled water, wastewater conveyance through District facilities, and wastewater treatment.

1. Wastewater Conveyance and Treatment

- Page 4.11-29 and page 4-11-33 include statements that the DDSD has *adopted* a District Master Plan that includes a phased treatment plant expansion to 24 mgd capacity (average dry weather flow) with the implication that a 24 mgd project is approved. It would be more accurate to reference the District's current NPDES permit ⁽¹⁾ in the Specific Plan Environmental Document. An Environmental Impact Report (EIR) for the expansion of the Wastewater Treatment Plant Capacity to an average dry weather flow of 22.7 mgd was completed in April 1988.

F-1

⁽¹⁾ NPDES No. CA0038547, Order No. R2-2009-0018, adopted by the California Regional Water Quality Control Board, San Francisco Bay Region, on March 11, 2009 cites the District's intent to increase permitted flows from 16.5 mgd to 22.7 mgd (average dry weather flow). According to the text of the order, "The Discharger is planning to increase the design dry weather treatment capacity of the facility from 16.5 MGD (average dry weather flow) to 22.7 MGD during the term of this permit by upgrading and modifying certain treatment processes. The Discharger will test its system after the upgrades and modifications have been made to determine the new treatment capacity. Provision VI.C.9 requires the Discharger to demonstrate that the proposed Plant modifications



Letter F Continued

Ms. Leigha Schmidt, Project Planner
August 2, 2011
PITTSBURG/BAY POINT BART MASTER PLAN DRAFT ENVIRONMENTAL IMPACT REPORT
Page 2

will increase the treatment capacity to 22.7 MGD. The Discharger prepared an Environmental Impact Report in 1988 that addresses expansion of its secondary capacity to 22.7 MGD. The document is titled: "Delta Diablo Sanitation District Wastewater Facility Expansion Environmental Impact Report." The Final EIR was adopted by the Discharger's Board of Directors in 1988. The Discharger submitted a report titled "Anti-Degradation Analysis for Proposed Wastewater Treatment Plant Discharge Modification" in December 2008, which affirms that an increase in the effluent discharge flow rate to 23.4 MGD conforms to federal and state Antidegradation Policy requirements."

- Page 4-11-33 includes the statement that, "DDSD recently adopted a District Master Plan that includes phased treatment plant expansion to ultimately provide 24 mgd capacity (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch, and unincorporated Bay Point. This anticipated growth would include proposed new development under the proposed Master Plan. According to DDSD, the expansion of the DDSD treatment plant would cost approximately...\$127 million... (Contra Costa LAFCO 2007)." The \$127 million cost noted in this reference was developed for a November 2005 memorandum to the District Board of Directors and was specific to evaluating feasibility of providing expanded wastewater treatment services to serve an adjacent sanitation district, Ironhouse Sanitary District, in addition to existing customers. Ironhouse Sanitary District subsequently confirmed that it will not pursue wastewater treatment services with DDSD. This cost estimate is not relevant to the master plan and it is recommended that the statement be removed from the DEIR document.

F-2

2. Water and Recycled Water

No comments.

If you have any questions regarding this information, you contact me at (925) 756-1939.

Sincerely,



Patricia Chapman
Associate Engineer

PEC:clg

cc: Dean Eckerson, Principal Engineer, DDSD
Amanda Wong Roa, Environmental Compliance Engineer, DDSD
District File DEV.02-DEVDOC-671
Chron File

\\london\ddsd\tech\Planning & Development\DDSD DEIR Pittsburg Bay Point BART (Pittsburg portion) Comments 080211.doc

COMMENT F – PATRICIA CHAPMAN, DELTA DIABLO SANITATION DISTRICT

Response F-1: The commenter states that Page 4.11-29 and Page 4.11-33 include statements that the DDS D has adopted a District Master Plan that includes a phased treatment plant expansion to 24 mgd capacity, with the implication that a 24 mgd project is approved. It would be more accurate to reference the District's current NPDES permit in the EIR.

DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-14.

Response F-2: The commenter states that Page 4.11-33 includes the statement that the expansion of the DDS D treatment plant would cost approximately \$127 million dollars. The cost noted in this reference was developed for a feasibility study to potentially serve an adjacent sanitation district, which was not pursued. The cost estimate is not relevant to the master plan and it is recommended that the statement be removed from the Draft EIR.

DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-14.

Letter G

From: TERRADEX Inc Fax: (650) 227-3250 To: +19252524814 Fax: +19252524814 Page 2 of 3 8/5/2011 11:23

Date: 8/5/11

FROM: California Environmental Protection Agency, Department of Toxic Substances Control
Mailing Address: 8800 Cal Center Drive, Sacramento, CA 95826
Contact: Lance McMahan
Phone: (916) 255-3674

TO: , City Planning Commission
Fax: 925-252-4814
Email:

Advisory re: Potential Munitions & Hazardous Chemicals Contamination

Event Details: 1) amend Pittsburg Municipal Code (PMC) Title 18 to rezone certain properties around the existing Pittsburg/Bay Point BART Station from M (Mixed Use) District to M-P (Mixed Use with a Master Plan Overlay) District; 2) adopt a Master Plan containing a land use, circulation and development standards for the M-P District; and, 3) amend PMC Chapter 18.53 (Mixed Use District) and Chapter 18.78 (Off-Street Parking and Loading) to be consistent with the Master Plan. The Master Plan is intended to facilitate development of high-density residential and high intensity commercial land uses within the project area and provide pedestrian and bicycle linkages to the existing residential neighborhoods and commercial areas surrounding the project area.
Event Address and/or Location Description: Hwy 4 & W. Leland Rd Pittsburg

The Department of Toxic Substances Control (DTSC) understands you intend to conduct excavation work at the subject location. DTSC has determined the proposed excavation work is located within or in close proximity to the CAMP STONEMAN (J09CA0773 / CA99799F571400) Formerly Used Defense Site (FUDS) based, in part, on the United States Department of Defense ordnance maps located at http://www.envirostor.dtsc.ca.gov/regulators/deliverable_documents/5432401359/Camp%20Stoneman%20Maps.pdf. An approximate general location map is included with this document.

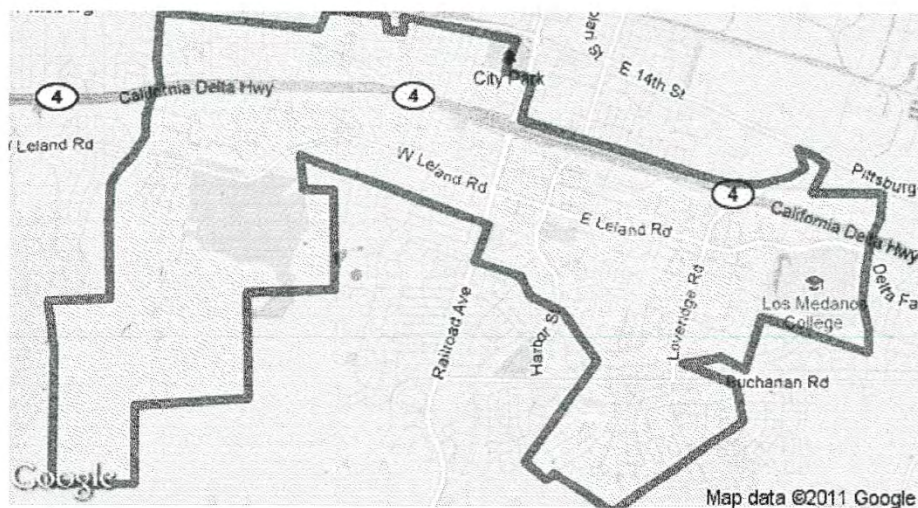
This FUDS site may contain abandoned munitions and explosives (collectively, ordnance) or other hazardous substances, which are considered hazardous materials as defined in section 25260 of the California Health and Safety Code. Significant impacts to human health and the environment may occur should workers encounter ordnance or other hazardous substances.

In order to protect human health and the environment, DTSC recommends measures be implemented to ensure hazardous materials are not encountered. If ordnance is discovered, DTSC recommends the following: 1) retreat from the area; 2) call 911 or local law enforcement; and 3) contact DTSC. If other hazardous materials are encountered, please contact your local environmental agency and DTSC.

G-1

Letter G Continued

From: TERRADEX Inc Fax: (650) 227-3250 To: +19252524814 Fax: +19252524814 Page 3 of 3 8/5/2011 11:23



Mail to: City of Pittsburg Planning Division, Leigha Schmidt, 65 Civic Avenue, Pittsburg, CA 94565

Additional information regarding this site is available at DTSC's website:

http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=71000026

Sent By Terradex, Inc. on behalf of the Department of Toxic Substances Control

Contact Terradex at: operations@terradex.com Phone 650-227-3250, Fax 3255

Terradex Reference Number: 1232162

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT G – LANCE MCMAHAN, CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY,
DEPARTMENT OF TOXIC SUBSTANCES CONTROL

Response 1-1: The commenter states that, based on an attached map, the DTSC has determined that the project site is located in the proximity of Camp Stoneman Formerly Used Defense Site (FUDS), which may contain abandoned munitions and explosives, and recommends measures to ensure hazards are not encountered if ordnance is discovered during project excavation.

Upon review of the attached map, it appears that the project area is located outside and to the west of the identified Camp Stoneman FUSD site. Because of this, it is not anticipated that the project area would hold any risk of containing unidentified abandoned munitions or explosives. Additionally, because the eastern portion of the project site, closest to the Camp Stoneman FUSD, is already highly-disturbed by existing development, it is not anticipated that the project area would contain any hazardous ordnance that may be present beyond of FUSD limits identified in the commenter's map. As such, no new potential impacts from the project are identified based on this comment and the EIR remains unchanged, however; these comments will be provided to the decision makers for consideration.

Letter 1



La Clínica

La Clínica de La Raza, Inc.

Mailing Address: Post Office Box 22210 Oakland, CA 94623 • Tel 510-535-4000 • Fax 510-535-4189 • www.laclinica.org

July 22, 2011

City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Dear Leigha Schmidt,

Thank you for this opportunity to comment on the draft Pittsburg/Bay Point BART Master Plan. The mission of La Clínica is to improve the quality of life of the diverse communities we serve by providing culturally appropriate, high quality, and accessible health care for all. Over the past few years, La Clínica members have taken interest in the planning process and attended community meetings and presentations about the plan. We have appreciated that the City has welcomed our participation and even accommodated our members by providing materials in Spanish. Below are our comments on the draft plan:

1. Accessible and Safe Streets for All

Safety is a major concern for our seniors. Seniors are vulnerable members of our society, and their safety is a priority. We are happy to see design standards in the draft plan providing for wide, well-lit sidewalks with benches throughout the plan area.

1-1

2. Wayfinding for the Spanish-speaking Community Members

Many La Clínica members are part of the larger Spanish-speaking community that is present here in Pittsburg. In order to assist monolingual community members in navigating through the plan area, we recommend bilingual "wayfinding" signs in English and Spanish. **We also recommend having proper font size signs considering those seniors with limited vision.** This will help these community members easily get to the BART station, bus stops and shops. We made these same recommendations for bilingual wayfinding to BART last year when they were soliciting opinions on signage within the BART system.

1-2

3. Healthy, Affordable Homes for Low-Income Residents

Many of our seniors are on fixed incomes and cannot afford rising housing costs. The development by the BART station will include homes, shops, services, and convenient access to both BART and bus service. Low-income residents – many of whom do not drive or drive infrequently – can gain a lot from living in such a mixed-use, transit rich neighborhood.

1-3

We would like to see portions of the Master Plan area dedicated to affordable housing. Specifically, we would like to see healthy, affordable homes placed further from the freeway. Highway 4 is a source of particulate material and vehicle emissions that are known to contribute to respiratory problems such as asthma.

We are looking forward to seeing this new vibrant community come to life with safe streets and affordable homes. Please see the attached document of signatures from 20 of our senior promotores. If you have any questions, please contact Martha Fuentes, Community Health Educator, at 925-565-1793 or mfuentes@laclinica.org. Thank you for your time.

Sincerely,

Martha Fuentes
Community Health Educator

La Clínica de La Raza Fruitvale Village 510-535-4000 • San Antonio Neighborhood Health Center 510-238-5400 • Clínica Alta Vista 510-535-6300
Family Optical 510-535-5500 • La Clínica de La Raza Dental 510-535-4700 • Casa del Sol 510-535-6200 • La Clínica de La Raza WIC Program 510-535-4110
LCDLR Community Health Education 510-535-4130 • La Clínica Dental at Children's Hospital Oakland 510-428-3316
School-Based Health Centers: Hawthorne Elementary School 510-535-6440 • Fremont High School 510-879-1600
Oakland Tech High School 510-879-1907 • Roosevelt Middle School 510-879-2953 • San Lorenzo High School 510-317-3167
La Clínica Pittsburg Medical 925-431-2100 • La Clínica Pittsburg Dental 925-431-1250 • La Clínica Monument 925-363-2000 • La Clínica Vallejo 707-551-1300
La Clínica Vallejo Dental 707-558-2000 • La Clínica Vallejo Great Beginnings 707-645-7316 • La Clínica North Vallejo 707-641-1900



Letter 1 Continued

La Clínica

- 1- Rosa Souza
- 2 - Marta tejeda
- 3- Beatrice Espanza
- 4 Teresa Bravo
- 5 Espanza Alvarez J.
- 6 GRACIELA GONZALEZ
- 7- MARIA D. PEREZ
- 8- Sara P Gonzalez
- 9 - Guadalupe Sadiñas
10. - Guadalupe Martin
11. - Carmen Scheinhart
12. - Connie Clement
13. - Jesús GARCÍA
14. - Horacio Campos
15. - Leonor Aguilar
16. - Madena Reinoso
17. - Maria Luz Mendez
18. - Consuelo Atencio

19. - Carlos Campos
20. - Larinka Aburto

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT 1 – MARTHA FUENTES, LA CLINICA DE LA RAZA, INC.

Response 1-1: The commenter states that they are happy to see design standards in the draft plan providing for wide, well-lit sidewalks and benches throughout the plan area.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required.

Response 1-2: The commenter states that they recommend bilingual “wayfinding” signs in English and Spanish through the plan area, and proper size font signs considering those seniors with limited vision.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration.

Response 1-3: The commenter states that low-income residents can gain a lot from living in such a mixed-use, transit-rich neighborhood, and that they would like to see portions of the Master Plan area dedicated to affordable housing, specifically further from the freeway, as State Route 4 is a source of particulate matter and vehicle emission that are known to contribute to respiratory problems.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. Please see response B1 through B3 above for further discussion about air quality impacts and mitigation measures.

Letter 2



EAST BAY BICYCLE COALITION
P.O. BOX 1736 OAKLAND CALIFORNIA 94604
BERKELEY BIKE STATION 2208 SHATTUCK AVE

July 28, 2011

Leigha Schmidt
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

Re: Pittsburg/Bay Point BART Master Plan Draft EIR
State Clearinghouse No. 2010122023

Dear Ms. Schmidt:

The East Bay Bicycle Coalition has reviewed the Pittsburg/Bay Point BART Master Plan Draft EIR for the development of parcels around the Pittsburg/Bay Point BART Station and provides the following comments as part of the public input process.

- We encourage there to be pedestrian/bike access to Oak Hill Shopping Center on Bailey Road. It is important in creating walkable and bikeable neighborhoods for there to be good connections for walking and bicycling and this particular connection is critical. Such a connection would also benefit the businesses in the shopping center by bringing more customers into their stores. It has been shown where there is good bike/ped access, that pedestrians and bicyclist spend more money at local stores because they shop more frequently and that results in an average amount spent higher than for motorists. Thus, a good connection between Pittsburg/Bay Point BART and the shopping center is a win-win. **2-1**
- Bike access needs to be improved in the area immediately adjacent the BART entrance. From Fig. 6.1 of the Master Plan, there is a 'Bus-Only' lane that prevents good bike access and there also is a vehicle turn-in area that complicates good bike access. We like the bike path on the north side, but there should be clear and safe bikeways right up to the station entrance from the south. All BART stations should be design with good bike access from all four quadrants. **2-2**
- Likewise, the Bus-Only zone should allow for bicycle access. It should be bus and bike-only area **2-3**

promoting bicycling as an everyday means of transportation and recreation since 1972

Letter 2 Continued

- The development to the west of the BART property needs direct bike/ped access, perhaps right along the southern edge of the detention basin | 2-4
- It is not clear from the EIR exactly what the bicycle access to the Delta-De Anza Trail is designed to be. There should be complete off-street bikeway from the BART Station to the Delta-De Anza Trail, and this bikeway should include a safe, bike-signalized crossing of Bailey Road | 2-5
- Bike Parking at the BART Station needs to be increased and its location identified so that access can be prioritized | 2-6
- Fig MM 4.4.5b should include continuous bikeway facilities, including bike lanes, bike pockets, and bike conflict zone treatments that ensure safe and inviting bicycle travel through the intersection of San Marco Blvd and West Leland Rd.; | 2-7
- Fig MM 4.4.5e should include continuous bikeway facilities, including bike lanes, bike pockets, advance stop boxes, and bike conflict zone treatments that ensure safe and inviting bicycle travel through the intersection of Bailey Rd and West Leland. In particular, the project’s proposal to add dual left turn pockets creates a serious safety hazard to cyclists making similar left turning movements and also creates a significant perception of danger that discourages cyclists to bike to Pittsburg BART Station; | 2-8
- Fig MM 4.4.5c should include enhanced bicycle safety improvements for cyclists using the proposed through/right turn lane on Oak Hills Dr. Such a lane is difficult for average cyclists to navigate, when the cyclist intends a straight-thru maneuver and an adjacent car intends a right turn. We disagree with the DEIR’s conclusion that this lane design would result in an impact that is “less than significant.” In our opinion, such through/right turn lanes are serious discouragements to cycling. The City of Pittsburg should engineer a solution that provides safe space on the roadway for bicyclists traveling straight thru the intersection; | 2-9
- Fig MM 4.4.5a, when studied in the future, should fully consider the needs of bicyclists, as required by Caltrans Deputy Directive 64. Specifically, adding additional lanes, turn lanes, and turn pockets significantly reduces roadway space for cyclists traveling to the Pittsburg/Bay Point BART Station, and also creates more turning conflicts, which is a significant safety risk. If safety is seriously jeopardized, the City of Pittsburg should construct a bike/ped bridge over SR 4; | 2-10
- Fig MM 4.4.5d should include continuous bikeway facilities, including bike lanes, bike pockets, and bike conflict zone treatments that ensure safe and inviting bicycle travel through the intersection of Bailey Rd and West Leland Rd. Specifically, the proposed addition of a left turn/straight thru lane provides an unacceptable safety risk to cyclists making similar left turn movements. | 2-11
- On these points, we emphasize that the Contra Costa County Bicycle Plan (<http://www.ccta.net/assets/documents/Bike-and-Ped/Pittsburg.pdf>) for the City of Pittsburg includes bicycle facilities on all of these arterial streets surrounding the Pittsburg/Bay Point BART Station, and of course connections to the Delta De Anza Trail. As such, the DEIR is not consistent with the Contra Costa County Bicycle Plan and needs to be substantially revised to include the needs of bicyclists, as required by CEQA; | 2-12

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Letter 2 Continued


- We also point out that these mitigation measures are inconsistent with Project Objective 3.3: “Reduce greenhouse gas emissions and automobile trips by promoting sustainable development characterized by a mix of uses and a circulation system that prioritizes pedestrians, bicyclists, and transit riders over single-occupancy vehicles.” The DEIR itself largely ignores bicycle access on these arterial streets and affects extended pedestrian crossing times, all for the goal of moving more vehicle traffic;

2-13

We note that ‘minor’ bikeway improvements are proposed, but it is not entirely clear how they address the foregoing bike access and safety issues.

Thank you in advance for giving our comments serious consideration as you study modifications to the project design to include a more comprehensive assessment of bicycle and pedestrian issues.

Cordially yours,



Dave Campbell
Program Director

promoting bicycling as an everyday means of transportation and recreation since 1972

COMMENT 2 – DAVID CAMPBELL, EAST BAY BICYCLE COALITION

Response 2-1: The commenter states that they encourage there to be a pedestrian/bike access to Oak Hill Shopping Center on Bailey Road.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. Please note that the proposed access is shown on the Draft Pittsburg/Bay Point BART Master Plan Figure 4.1, Conceptual Plan, and on Figure 6.1, Circulation Plan, as "potential future reciprocal access" to be considered in the event that the shopping center is redeveloped in the future.

Response 2-2: The commenter states that bike access needs to be improved in the area immediately adjacent to the BART entrance.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. According to Tri-Delta transit, there are significant conflicts among buses, passenger vehicles, and pedestrians in the current intermodal configuration. The proposed bus only access way may also be used by pedestrians and bicyclists but it is intended to be used primarily by buses to ensure safety of all users of the site. All other roadways within the Master Plan area contain bicycle lanes or sharrows to allow for safe bicycle and vehicle traffic.

Response 2-3: The commenter states that the Bus-only zone identified in Figure 6.1 of the Master Plan should all for bicycle access, and should be a bus and bike-only area.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. Please see response 2-2 above.

Response 2-4: The commenter states that the development to the west of the BART property needs direct bike/ped access, perhaps right along the southern edge of the detention basin.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. Draft Master Plan Figure 4.1, Conceptual Plan, and Figure 6.1, Circulation Plan, show a major pedestrian and bicycle path along the northern property line to connect western properties to the BART Station.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response 2-5: The commenter states that it is not clear from the EIR exactly what the bicycle access to the Delta-De Anza Trail is designed to be, and that there should be complete off-street bikeway from the BART station to the Delta-De Anza Trail and a safe, bike-signalized crossing Bailey Road.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. Draft Master Plan Figure 4.1, Conceptual Land Plan, and Figure 6.1, Circulation Plan, show a minor pedestrian and bicycle path that runs east along the BART access roadway to Bailey Road. Bicyclists going east on the Delta de Anza trail would cross the existing intersection at the BART Access Road/Bailey Road. When traveling west on the Delta de Anza trail from the BART Station, a bicyclist would be expected to travel north along Bailey Road which is within the jurisdiction of Contra Costa County. Specific improvements to Bailey Road are included in the Count's adopted Bailey Road Bicycle and Pedestrian Improvement Plan.

Response 2-6: The commenter states that bike parking at the BART station needs to be increased and its location identified so that access can be prioritized.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. The Draft Master Plan Figure 4.1, Conceptual Land Plan is conceptual. The exact locations of bicycle parking will be determined when the Plaza is re-designed and dimensions are determined.

Response 2-7: The commenter states that MM 4.4.5b should include continuous bikeway facilities that ensure safe and inviting bicycle travel through the intersection of San Marco Blvd. and West Leland Rd.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. For further comment, please see response D-4 above.

Response 2-8: The commenter states that MM 4.4.5e should include continuous bikeway facilities that ensure safe and inviting bicycle travel through the intersection of Bailey Rd. and West Leland. In particular, the project's proposal to add dual left turn pockets creates a serious safety hazard to cyclists making similar left turning movements and also creates a significant perception of danger that discourages cyclists to bike to Pittsburg BART station.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

be presented to the decision makers for consideration. Please also see response D-4 above.

Response 2-9: The commenter states that MM 4.4.5c should include enhanced bicycle safety improvements for cyclists using the proposed through/right turn lane on Oak Hills Dr. The commenter disagrees with the DEIR's conclusion that this lane design would result in an impact that is less than significant. In the commenter's opinion, such through/right turn lanes are serious discouragements to cycling and the City should engineer a solution that provides safe space on the roadway for bicyclists traveling straight through the intersection.

Mitigation measure 4.4.5c is intended to address impacts to vehicular traffic, not bicycle circulation, and identifies that the impact to vehicular traffic after implementation of the mitigation measure would remain significant and unavoidable. This mitigation measure does not make a less than significant determination related to bicycles. This comment, however, will be provided to the decision makers for consideration. Please also see response D-4 above.

Response 2-10: The commenter states that MM 4.4.5a, when studied in the future, should fully consider the needs of bicyclists. If safety is seriously jeopardized, the City should construct a bike/ped bridge over State Route 4.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration.

Response 2-11: The commenter states that MM 4.4.5d should include continuous bikeway facilities that ensure safe and inviting bicycle travel through the intersection of Bailey Rd. and West Leland Rd.; specifically, the proposed addition of a left turn/straight through lane provides an unacceptable safety risk to cyclists making similar left turn movements.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. Please also see response D-4 above.

Response 2-12: The commenter states that they emphasize that the Contra Costa County Bicycle Plan includes bicycle facilities on all of these arterial streets surrounding the Pittsburg/Pay Point BART station, and connections to the Delta-De Anza Trail. As such, the DEIR is not consistent with the Contra Costa County Bicycle Plan and needs to be substantially revised to include the needs of the bicyclists.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the comment will be presented to the decision makers for consideration. Figure 4.1,

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Conceptual Land Plan, and Figure 6.1, Circulation Plan, of Draft Master Plan shows a bicycle path along Leland Road in the vicinity of the project area. In addition, bicycle paths are being constructed on both sides of Bailey Road south of State Route 4 to Leland Road as part of the Bailey Roadway Widening Project, which is currently out to bid and is expected to be under construction in late 2011. Therefore, bicycle paths will be included on both arterials within the project vicinity.

Response 2-13:

The commenter states that the mitigation measures are inconsistent with Project Objective 3.3: "Reduce greenhouse gas emissions and automobile trips by promoting sustainable development characterized by a mix of uses and a circulation system that prioritizes pedestrians, bicyclists, and transit riders over single-occupancy vehicles". The DEIR itself largely ignores bicycle access on these arterial streets and affects extended pedestrian crossing times, all for the goal of moving more vehicle traffic.

This comment addresses the Master Plan itself and does not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendations will be presented to the decision makers for consideration. The Draft Master Plan contains a list of 11 project goals set forth in section 1.6, Project Goals, which were carried into Section 3.3, Project Objectives, of the Draft EIR. All of the goals and objectives were taken into account when developing the Plan and Draft EIR for the project.

Letter 3



July 29, 2011

Leigha Schmidt
Planning Division
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Comments on draft Master Plan and Environmental Impact Report for the Pittsburg/Bay Point BART Station

Dear Ms. Schmidt,

Thank you for this opportunity to comment on the draft Master Plan and Environmental Impact Report for the Pittsburg/Bay Point BART Station. Over the last few years, TransForm has been working in Pittsburg to support the city's transit-oriented development planning efforts, beginning with the Railroad Avenue eBART Station Area Plan and now on the Pittsburg/Bay Point Master Plan.

In January 2011, TransForm submitted comments on the scope for this DEIR. While we appreciate that the DEIR addresses some of the issues we raised in our letter, we do have a few outstanding concerns.

Enhancing the Pedestrian and Bicycling Experience

The second goal of the Master Plan states that the circulation system should “prioritize pedestrians, bicyclists, and transit riders over single-occupancy cars.” The Master Plan contains many components that support enhancing the experience for those not traveling in single-occupancy vehicles. For example, we appreciate seeing a differentiation of the sidewalk zones and minimum widths required for the through and furniture zones (Chapter 7, Section 2: Sidewalk Standards). There are still pieces that we feel contradict this goal and should be addressed in the following ways:

- *Connectivity throughout entire site.* Lack of direct, public pedestrian access through and to the West Coast Home Builders (WCHB) site to the west and Oak Hills Shopping Center to east undermines the walkability of the station area. We encourage the City to continue to work with the property owners to pursue these connections.
- *Match sidewalk widths to pedestrian activity.* Figure 6.8 successfully illustrates projected pedestrian activity through the Master Plan area, but it is not used to inform the guidelines for sidewalk widths. Rather than assigning sidewalk widths by street classification, we recommend that widths be assigned by the pedestrian activity level and represented in the legend for Figure 6.8.
- *Clarify through access on B Street to Leland Road.* Figure 4.1 shows that the vehicular roadway on B Street does not go all the way through to Leland Road, but Figure 6.11 shows residential traffic going through B Street onto Leland. With vehicle-use intersections already at A, C, D and F Streets, a pedestrian only path on B Street would reduce vehicle turning on Leland Road while still allowing for good pedestrian connectivity.

3-1

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Letter 3 Continued

- Bilingual wayfinding.* According to the 2010 Census, Hispanic or Latino residents make up nearly half of the city's population. Recognizing that there are many Spanish-speaking residents in Pittsburg, La Clinica has recommended that the City include bilingual wayfinding signs in Spanish and English throughout the Master Plan area. We agree with their recommendation and would like to offer an example of bilingual wayfinding signs (in Chinese and English) that are located in Oakland Chinatown.



(Source: <http://www.studiolimage.com/wf02-chinatown.html>)

- Shared Space kiss-and-ride plaza.* Upon release of the preferred land use alternative, we immediately expressed concerns regarding the conflict of pedestrian and vehicle traffic in this area immediately in front of the BART station entrance. We appreciate that city staff and consultants have considered our concerns and incorporated design elements to better prioritize pedestrians in the Shared Space (Chapter 7, Section 6: Shared Space Design Standards). Below are additional comments we have regarding the Shared Space plaza:

- Extend Shared Space to include intersection immediately to the east.*
 With vehicles turning into the kiss-and-ride crescent area and Garage I as well as buses entering the Bus Only zone on D Street, we remain concerned with the pedestrian experience at the intersection immediately east of the plaza. We recommend extending the plaza "shared space" to include that intersection. This recommendation is to apply the same design standards to ensure that pedestrians traveling to Garage I and the pedestrian paths to Bailey Road and Oak Hills Shopping Center can cross these vehicle roadways more comfortably and safely.



- Update photo of Shared Space example.* Redwood City's Middlefield Avenue is an excellent example of a Shared Space plaza, but the photo used on p. 6-9 does not fully illustrate the vibrancy of the space. We suggest using a more active photo as seen to the right from a recent [Google street view](#) of the same space:



3-1
cont.

Letter 3 Continued

- *Better illustrate Shared Space in plan view.* Figures 6.6 and 6.7 illustrate in cross section the widths of the Kiss-and-Ride shared space, but we do not get a sense of the plaza area in a detailed plan view. Using Redwood City as an example to the right, we see in aerial view that the total width of the roadway/plaza is 60 ft. A detailed plan view would be helpful in better understanding the pedestrian experience in the Shared Space.



3-1
cont.

- *Clarify bike sharrow placements.* We are glad to see generous standards for providing short-term and long-term bicycle parking. Providing ample, appropriate and accessible bicycle parking for all land uses in the plan area is one way to encourage visitors and residents to choose bicycling as an alternative mode of transportation. We also appreciate the accommodation of 3ft for bicycle sharrows, but the placement of the sharrow markings is unclear. The markings need to be well out of the way of the door zone of parked cars. We recommend that the plan better articulate the placement of the sharrow in relation to the parking zone.

Parking for Transit-Oriented Development

We applaud the City for including parking maximums as part of the Master Plan (Chapter 5: Development Standards & Design Guidelines). As a transit-oriented development and with the implementation of any of the Parking Management and Transportation Demand Management Strategies listed on pp.6-33 to 6-34, the Pittsburg/Bay Point plan area can expect a lower demand for parking compared to similar developments away from the BART station. MTC's "[Reforming Parking Policies to Support Smart Growth Toolbox](#)" provides insight on the ideal range of parking requirements for various location types based on best practices from eight case study cities from around the Bay Area. In the Smart Growth Toolbox, the Pittsburg/Bay Point BART Station Area can be characterized under the Suburban/Town Center location type.

- *Reduce residential parking ratios.* The representative range of residential parking requirements for the Suburban/Town Center location type is 1 to 1.5 spaces per unit. The maximums in the plan of 1.15 spaces per multi-family residential unit and 0.5 per senior residential unit on the BART site are appropriate parking ratios for Pittsburg/Bay Point. At 2 spaces per unit, though, the parking ratios for the WCHB site are still relatively high. When the City approved the Railroad Avenue Specific Plan in 2009, it included parking maximums of 1.5 spaces per unit. We recommend that the City apply the same requirements to the WCHB site and any requests by developers for additional parking for the BART site be capped at 1.5 spaces per unit. A cap at 1.5 spaces per unit would be consistent with the Smart Growth Toolbox and the Railroad Avenue Specific Plan as well as ensure that projects would be eligible for our GreenTRIP Certification Program as mentioned on p. 6-27.
- *Reduce retail parking ratios.* The representative range of parking requirements for retail in the Smart Growth Toolbox is 1.5 to 2.5 spaces per 1,000 sq. ft. In the Master Plan, the Development Standards for Ground Floor Retail (table 5.3) sets a maximum of 3 spaces per 1,000 sq. ft. Similarly, the range of office parking requirements in the Smart Growth Toolbox is 2 to 3 spaces per 1,000 sq. ft. The Development Standards for Flex (Table 5.4) of 3 spaces per 1,000 sq. ft. of nonresidential uses are appropriate for office use, but still too high if the Flex space is used for

3-2

Letter 3 Continued

retail. Considering the range suggested by MTC and the opportunity for shared parking with BART, we recommend adjusting the Development Standards for Flex land use to differentiate the parking requirements by office and retail, and lowering the maximum for all retail to 2.5 spaces per 1,000 sq. ft. to match the appropriate representative range for retail.

As the City moves into implementation phases, we would also like to note a resource that may help determine the appropriate parking ratios for future development in the plan area. MTC offers technical assistance to cities to advance TOD in Priority Development Areas (PDAs). Grantees in past cycles have received support on parking demand studies. For more information on the MTC TOD Technical Assistance Program, please visit http://www.mtc.ca.gov/planning/smart_growth/tap/.

3-2
cont.

Supporting Affordable Housing in Plan Area

In the letter we submitted regarding the scope of the EIR, we cautioned that the new BAAQMD CEQA guidelines might pose a challenge for housing development adjacent to the freeway. Affordable housing developers are especially affected because the standards require developers to hire expensive air quality consultants, incurring unexpected costs and loss of time on their projects. The Air Quality District has identified that projects within 800 ft of the freeway will require full air quality analysis. Projects beyond the 800 ft buffer would be able to forgo analysis. They have also identified the southern most portion of the Master Plan area as the most appropriate for housing.

- *Designate sites for affordable housing.* We recommend that the City designate a site on the southern portion of the Master Plan area, beyond the 800 ft. buffer, for affordable housing. The Flex land uses along Leland Road is beyond this buffer and would be the ideal potential location for a designated affordable housing site. A location beyond the 800 ft. buffer would ease the ability of affordable housing developers to develop in the Master Plan area, and support the City's General Plan Goal 13-G-2 to promote the expansion of affordable housing stock.

3-3

If the city would like to build affordable housing within the 800 ft. buffer zone, it needs to determine the mitigation measures within this current plan to make the projects feasible for developers. Planning for affordable homes is important in meeting the City's share of the regional housing need. Affordable homes is especially vital in the station area as they will provide necessary housing options for low-income residents with easy access to regional transit and employment opportunities.

We have appreciated the opportunities to connect with the city and consultants on our goals to promote development near transit where residents and workers of all income levels can easily access homes, jobs, shopping and local transportation. We look forward to seeing our concerns addressed as the environmental review process continues.

Sincerely,



Camille Guiriba
Program Associate
510.740.3150 x320
camille@TransFormCA.org

COMMENT 3 – CAMILLE GUIRIBA, TRANSFORM

Response 3-1: The commenter states that the Master Plan contains many components that enhance the experience of those not traveling in single-occupancy vehicles, but also notes several items that contradict this goal and makes recommendations for how to address them. These items include lack of direct public pedestrian connectivity between West Coat Home Builders site and the Oak Hills Shopping Center; sizing of sidewalks; clarifying through access on B Street to Leland Rd.; bilingual wayfinding signs; shared space kiss-and-ride plaza; and, clarifying bike sharrow placements.

These comments address the Master Plan itself and do not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required however; the following modifications can be accommodated in the Draft Master Plan without substantively altering the land use and circulation concepts that were developed through the public planning process. Specifically, Figure 6.11 will be corrected to match Figure 4.1 due to the fact that there will not be vehicular access from B Street to Leland Road; a bullet will be added to include bilingual wayfinding signs in the Wayfinding Signage Standards on BART-owned property; photos of shared space will be updated; and, a limitation will be added to the Plaza design standards that the total Square feet of the Crescent Park plus the Plazas adjacent to the bus-only roadway and kiss-and-ride streets must be more than the total square footage of the curb-to-curb right-of-way devoted to the adjacent bus-only roadway and kiss-and-ride streets. The additional recommendations will be presented to the decision makers for consideration.

Response 3-2: The commenter states that they applaud the City for including parking maximums in the Master Plan, and lists several areas where parking ratios should be reduced from what is proposed in the Master Plan.

As stated on Page 4.1.6 of the Draft EIR, the project is consistent with General Plan Policy P-1.4B, which supports reduced parking requirements below 1.5 parking spaces per unit for affordable and senior housing projects located within one-half mile of BART and other transit facilities. The proposed Master Plan sets senior parking rates at a maximum of 0.5 parking spaces per unit. There is not a parking minimum for other residential uses on the site. Additionally, as stated on Page 4.4-38 of the Draft EIR, an Access/Accessibility Plan was prepared as part of the Master Plan to improve access to and from the BART station and the Master Plan area for all travel modes, focusing on improving and encouraging alternatives to the drive-alone mode (i.e., walk, bike, bus). Finally, as stated on Page 4.4-71 of the Draft EIR, the proposed Master Plan and the accompanying Access/Accessibility Plan include improvements, policies, and strategies that would reduce the overall project automobile trip generation, which would also serve to reduce the parking requirements associated with the project. The commenter's recommendation that parking maximums be reduced is noted and will be presented to the decision makers for consideration.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response 3-3:

The commenter states that in the letter they submitted in response to the Notice of Preparation, they noted that the new BAAQMD CEQA guidelines may pose a challenge for housing development adjacent to the freeway, as it would require developers to hire expensive air quality consultants, and that this would especially affect developers of affordable housing. The commenter recommends that the City designate a site for affordable housing on the southern portion of the Master Plan area, beyond the recommended buffer from State Route 4 that would require completion of an air quality analysis.

These comments address the Master Plan itself and do not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however the recommendation will be presented to the decision makers for consideration. Please see response B1 through B3 above for further discussion about air quality impacts and mitigation measures.

Letter 4



July 30, 2011

Leigha Schmidt
Planning Division
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Draft Environmental Impact Report for the Pittsburg/Bay Point BART Master Plan

Dear Ms. Schmidt,

Thank you for providing the opportunity for Greenbelt Alliance to comment on the draft Pittsburg/Bay Point BART Master Plan and draft Environmental Impact Report (henceforth "project"). We look forward to your careful review of these comments and subsequent revision of the Master Plan and DEIR to address the concerns described below.

According to the Draft Environmental Impact Report (DEIR), the proposed project:

"consists of a Master Plan outlining land use and design requirements within a 50.6-acre portion of the City of Pittsburg in the vicinity of the Pittsburg/Bay Point BART Station. Approximately half of the Master Plan area is currently owned by BART, and the remaining half is owned by West Coast Home Builders (WCHB). The Master Plan would be expected to result in development of medium- and high-density multi-family residential uses as well as a number of retail uses, two new parking garages, a transit plaza and bus shelter adjacent to the BART station, and a number of "flex" uses which can be any mix of retail, commercial, or quasi-public uses, depending on market conditions at the time of development. Overall, the Master Plan is expected to result in the addition of 1,168 dwelling units and 146,362 square feet of nonresidential uses employing approximately 1,300 people." (page 2)

We applaud the City for consideration of project elements that promote compact, pedestrian-oriented mixed-use development adjacent to the BART station. Accommodating the region's growth in this way provides well-documented environmental, economic, and social equity benefits, both for the residents of Pittsburg as well as the entire Bay Area¹. They also help

¹ For examples, see:

Bartholomew, Winkelman, Walters, and Chen *Growing Cooler: The Evidence on Urban Development and Climate Change* (2008) <http://www.smartgrowthamerica.org/documents/growingcoolerCH1.pdf>
American Lung Association in California's *Land Use, Climate Change & Public Health Issue Brief* (Spring 2010): <http://www.lungusa.org/associations/states/california/assets/pdfs/advocacy/land-use-climate-change-and.pdf>

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Letter 4 Continued

prepare Pittsburg for a fundamental shift that has begun in the national real estate market away from construction in the outskirts of suburban areas toward redevelopment of underutilized sites within the urban footprint².

However, we are concerned about several elements of the project design – particularly on the WCHB parcel – that could significantly reduce the potential of this unique site.

Project Densities

The project proposes a range of medium to high densities for the two principle areas of the project site. The DEIR should consider how the project may be improved by increasing the minimum densities to provide more opportunities for residents to live proximate to high-quality transit. Studies have shown that transit ridership is considerably higher for residents living within walking distance of high quality transit than those residents living farther away. Given the region's goals of reducing Vehicle Miles Traveled (VMT) and greenhouse gas emissions to achieve the environmental goals of AB 32 of 2006 (Nuñez and Pavley), Executive Order S-03-05, and SB 375 of 2008 (Steinberg), the DEIR should calculate how the higher range of the densities would positively impact VMT reduction efforts and the health of the local and regional transportation system. With this data in hand, the city should increase the minimum densities to maximize the benefits of the site.

4-1

Circulation / Pedestrian and Bicyclist Impacts

The DEIR finds pedestrian and bicyclist impacts to be less than significant. It explains that “a significant pedestrian impact would result if the proposed project would cause substantial overcrowding on public sidewalks, creation of hazardous conditions for pedestrians, or elimination of pedestrian access to adjoining areas. The project would have a significant effect on bicyclists if it would create particularly hazardous conditions for bicyclists or eliminate bicycle access to the adjoining areas.”

Despite the DEIR's findings, several elements of the project design appear to create the potential for significant impacts to pedestrians and bicyclists.

4-2

- Lack of public pedestrian access to and through the WCHB site
- Poor pedestrian access to the Oak Hills Shopping Center
- Insufficient sidewalk widths
- Non-alignment of Southwood Drive and A Street – creating a potentially hazardous and complicated traffic flow
- Lack of clarity re: pedestrian path on B Street
- Potentially inadequate bike parking/storage

Minor site configurations and other feasible mitigation measures could reduce these impacts to a level of insignificance. The DEIR includes several applicable examples in its description of the “Bailey Road Pedestrian and Bicycle Improvement Plan” (4.4-65).

4-3

Parking

TransForm's *Windfall for All: How Connected, Convenient Neighborhoods Can Protect Our Climate and Safeguard California's Economy* (2009) <http://www.transformca.org/windfall-for-all>
²See US EPA's Residential Construction Trends in America's Metropolitan Regions http://www.epa.gov/smartgrowth/pdf/metro_res_const_trends_10.pdf

Letter 4 Continued

We applaud the inclusion of parking maximums to incentivize alternatives to single-occupancy vehicle use and reduce costs for developers and property owners. However, these maximums remain excessively high. This is especially true for a project adjacent to a BART station, where parking demand is considerably lower than in other neighborhoods, and for areas with housing for low-income residents, who have lower rates of car-ownership. We therefore recommend the reduction of the parking ratios to no more than 1.5 spaces per residential unit, 1.5 units per 1,000 square feet of retail, and 2 units per 1,000 square feet of office and flex space. In addition, the package of parking demand management and transportation demand management measures should be carefully reviewed to ensure that all feasible measures are implemented to reduce parking demand.

4-3
cont.

Feasible and enforceable mitigation measures

CEQA requires an EIR to describe all feasible mitigation measures that could minimize significant environmental impacts (Cal. Code Regs., tit. 14, §15126.4). Unfortunately, as described above, the DEIR fails to include numerous measures that would reduce significant impacts, particularly for pedestrians.

4-4

The DEIR should be revised to include full mitigation of the project's impacts, with particular attention to ensuring that pedestrian access across all portions of the project site are optimized. For additional climate change mitigation measures, see the California Attorney General's website:³ Also, see the Bay Area Air Quality Management District's suggested mitigation measures to reduce criteria air pollutants⁴.

Conclusion

Thank you for this opportunity to comment on the project. Again, we strongly support the creation of a plan for high-density pedestrian-oriented development adjacent to the BART station. However, the scarcity of undeveloped project sites adjacent to high quality transit in the Bay Area demands that each project proposal receives especially careful scrutiny to ensure the best possible outcomes. We therefore encourage the city to continue to work with the project owners to revise the project before proceeding to final adoption. We look forward to your consideration of these comments. Please contact us regarding future actions regarding this project.

Sincerely,



Matt Vander Sluis
Senior Field Representative, East Bay
Greenbelt Alliance
(925) 932-7776
mvandersluis@greenbelt.org

³ http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf

⁴ <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Proposed-Guidelines.aspx>

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

COMMENT 4 – MATT VANDER SLUIS, GREENBELT ALLIANCE

Response 4-1: The commenter states that the project should consider how the project may be improved by increasing the minimum densities to provide additional residential uses in proximity to transit facilities, and recommends that the Draft EIR calculate how the higher range of densities would positively impact vehicle miles traveled reduction efforts.

The proposed project contains a land use plan with specified density ranges that was determined through a public planning process that involved three public meetings, study sessions with the Bay Point Municipal Advisory Committee, the Planning Commission and the City Council. These comments address the Master Plan itself and do not address the adequacy of the environmental document or its mitigation measures. As such, no further response is required; however, the recommendation will be presented to the decision makers for consideration and implemented.

Response 4-2: The commenter states that the project's design would create potentially significant impacts to pedestrians and bicyclists and identifies those potential impact areas.

Please see response D-4 above.

Response 4-3: The commenter states that the parking maximums proposed in the project are excessively high and recommends the reduction of parking ratios to no more than 1.5 spaces per residential unit, 1.5 units per 1,00 square feet of retail, and 2 units per 1,000 square feet of office and flex space. In addition, the commenter recommends that the package of parking demand management and transportation demand management measures should be carefully reviewed to insure all feasible measures are implemented to reduce parking demand.

Please see Response 3-2 above.

Response 4-4: The commenter states that the Draft EIR fails to include mitigation measures that would reduce significant impacts, particularly for pedestrians, and states that the Draft EIR should be revised to include full mitigation of the project's impacts, with particular attention to ensuring that pedestrian access across all portions of the project site are optimized.

Please see response D-4 above.

Letter 5



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Concord, CA 94520
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(925) 689-2047 Fax

TRANSMITTAL

TO: City of Pittsburg
65 Civic Ave.
Pittsburg, CA 94565

DATE: 8/1/11

ATTENTION: Leigha Schmidt

RE: Pittsburg Baypoint BART Area Master Plan Draft EIR Comments

WE ARE FORWARDING:

QUANTITY	DATE	DESCRIPTION
1	8/1/11	List of Comments on Master Plan EIR
1	8/1/11	Sewer Exhibit Markup/Comment

DELIVERED VIA:

HAND DELIVERY

TRANSMITTED AS INDICATED BELOW:

FOR REVIEW

RECEIVED

AUG 0 1 2011


BUILDING DIVISION

COMMENTS:

Leigha,

Thank you for providing us a copy of the Pittsburg Baypoint BART Area Master Plan Draft EIR for review. Please see enclosed documents representing our comments on the Pittsburg Bay point BART Area Master Plan Draft EIR. Please arrange to have these comments addressed and don't hesitate to contact me with any questions

Thank you,


Louis Parsons

Cc: Dick Sestero

Letter 5 Continued

Pittsburg/Bay Point BART Master Plan EIR Comments

Table 2.0-2 – Project Impacts Where Significance Can Be Reduced Through Mitigation

MM 4.4.4: (1) The City should not be responsible for completing bike paths north of Highway 4, in the County; (2) the bike paths along West Leland to San Marco Boulevard have already been completed; (3) bike paths along San Marco Boulevard south to Rio Verde Circle should not be a responsibility of the Master Plan Area Projects; (4) the City's obligation to complete these bike networks should not delay the issuance of occupancy permits for projects in the Master Plan Area since it is beyond the control of the Project developers; and (5) Regarding the timing/implementation payment of future development projects' fair share shall be made ON A PRO RATA BASIS CONCURRENT WITH the issuance of building permits. The entire proportional payment should not be required up front.

5-1

MM 4.4.5b: There are currently two northbound left turn lanes at San Marco Boulevard and West Leland. If only one left turn lane is required, there may be adequate space to provide two through and one right turn only lane within the existing paved area. Projects should pay their fair share of the cost of any improvements on a per-unit basis as building permits are issued. Fair share shall be determined based on the actual number of units developed in the Master Plan Area as well as other existing and planned development in the vicinity including at the former Concord Naval Weapons Station. Regarding the timing/implementation payment of future development projects' fair share shall be made ON A PRO RATA BASIS CONCURRENT WITH the issuance of building permits. The entire proportional payment should not be required up front.

5-2

MM 4.4.5e: Payments of fair share amounts should be on a per-unit basis as building permits are issued with fair shares determined based on the actual number of units developed in the Master Plan Area as well as other existing and

5-3

7/28/11

Letter 5 Continued

	planned development in the vicinity including at the former Concord Naval Weapons Station.	5-3 cont.
MM 4.4.5c	Payments of fair share amounts should be on a per-unit basis as building permits are issued with fair shares determined based on the actual number of units developed in the Master Plan Area as well as other existing and planned development in the vicinity including at the former Concord Naval Weapons Station.	5-4
MM 4.4.5d	Regarding the timing/implementation payment of future development projects' fair share shall be made ON A PRO RATA BASIS CONCURRENT WITH the issuance of building permits. The entire proportional payment should not be required up front.	5-5
MM 4.6.5b:	It should be restated that some or all of the air quality measures listed may be necessary based on the site-specific air quality modeling done for future projects in the Master Plan Area. Requirement for triple-paned windows should be removed. Window thickness and STC rating will be determined based on acoustical analysis.	5-6
MM 4.7.3	It should be clarified that the geotechnical analysis only needs to cover the portion of the Master Plan area proposed for development. This Master Plan area will be built in different phases by different developers.	5-7
MM 4.9.1	The sentence should be deleted that references 'Avoidance and minimization measures indicated by the PSR shall be made a Condition of Approval for those permits.' Compliance with the City's implementing ordinance regarding the HCP is the only mitigation that should be stated. This document should not dictate how the City and applicant will comply with this Ordinance.	5-8

Letter 5 Continued

- MM 4.9.4: The existing detention basin is entirely on the BART Property. Grading of the West Coast Property should not be delayed or restricted while waiting for a jurisdictional determination on the BART Property the timing of which is beyond West Coast's control. **5-9**
- MM 4.10.2: Existing views of the hills from State Route 4 are currently very limited by the existing BART Station and the fact that much of the Master Plan Area sits at least 30 feet above the highway. It is not possible to provide possible soundwalls, tree screening and enough separation between buildings to allow for views of the hills and still yield the desired building densities. Any views of the hills will be significantly impacted due to the anticipated density of development. Staggered landscaping cannot be implemented in a manner that avoids blocking views. This section should be removed. **5-10**
- MM 4.11.5.1 It should be noted that new wastewater transmission piping is required to be extended from Bailey Road near State Route 4 westerly to serve the Master Plan Area. Such piping must be adequately sized and located to carry wastewater flow from the BART Property and the West Coast Property. The BART Property should be required to install such piping through the BART Property for its use and to serve the West Coast Property. The design and timing of the installation of such piping shall be coordinated with West Coast and installed to meet West Coast's development schedule. **5-11**
- MM 4.4.5a: Fair share payments shall be on a per-unit basis payable at the time of building permits and shall be based on an accurate estimate of the improvement cost with fair shares determined on the basis of the actual number of units developed in the Master Plan Area as well as other existing and planned development in the vicinity including at the former Concord Naval Weapons Station. **5-12**

Letter 5 Continued

MM 4.4.5 d: Regarding the timing/implementation payment of future development projects' fair share shall be made ON A PRO RATA BASIS CONCURRENT WITH the issuance of building permits. The entire proportional payment should not be required up front.	5-13
MM 4.4.5f: The Bailey Road Traffic Mitigation Measure Inter-Agency Funding Agreement should be amended to include future projects in the Master Plan Area only if the Amendment also provides for fair share funding by future development at the former Concord Naval Weapons Station of necessary improvements in the City of Pittsburg. Any fair share payments shall be due on a per-unit basis and only if the Amended Agreement is fully executed prior to building permits. Fair shares shall be determined on the basis of the actual number of units developed in the Master Plan Area and development anticipated on the former Weapons Station site.	5-14
MM 4.6.3 The timing of this mitigation measure should be concurrent with issuance of building permits.	5-15
Page 3.0-15: Please acknowledge that Figure 3.0-4 has been modified to delete the landscaped strip along the west edge of the West Coast Site and revise the pedestrian/bicycle pathways and connections to the West Coast site.	5-16
Page 3.0-17: The pedestrian/bicycle pathway from the BART Station to the northern part of the Oak Hills Shopping Center is a potential improvement which may not be practical or feasible and should not be assumed to be constructed in Phase 1.	5-17
Figure 3.0-5: See page 3.0-17 comment above.	5-18
Page 4.0-2: Reference in the second paragraph should be to Table 4.0-2, not 3.0-2.	5-19
Page 4.4-59: See comments on MM 4.4.4 above.	5-20

Letter 5 Continued

Page 4.4-71: See comments on MM 4.4.5a above.	5-21
Page 4.4-72: See comments on MM 4.4.5b above.	5-22
Page 4.4-73: See comments on MM 4.4-5e above.	5-23
Page 4.4-74: See comments on MM 4.4.5f above.	5-24
Page 4.6-5: Wind Calculation: It should be acknowledged that the BART Station Area is exposed to a significant south to north prevailing winds which should be considered in future project specific air quality analyses and may alter the necessary mitigation measures. Existing warning signs on State Route 4 in the area indicate it is an area with strong, gusty winds. The closest existing air quality monitoring station is on 10 th Street in downtown Pittsburg which has different prevailing wind conditions than the Master Plan Area.	5-25
Table 4.6-4 (Page 4.6-13): The recommended 500 foot setback for sensitive land uses from a freeway is a rule of thumb and does not account for the significant winds in the Master Plan Area which blow freeway emissions to the north, away from the Area. Prevailing winds should be addressed and accounted for in this analysis.	5-26
Page 4.6-37: See comments on MM 4.6.5 a & b above.	5-27
Page 4.9-25: See comments on MM 4.9.4 above.	5-28
Page 4.11-31: See comments on MM 4.11.5.1 above.	5-29
Page 4.10-19: See comments on MM 4.10.2 above.	5-30

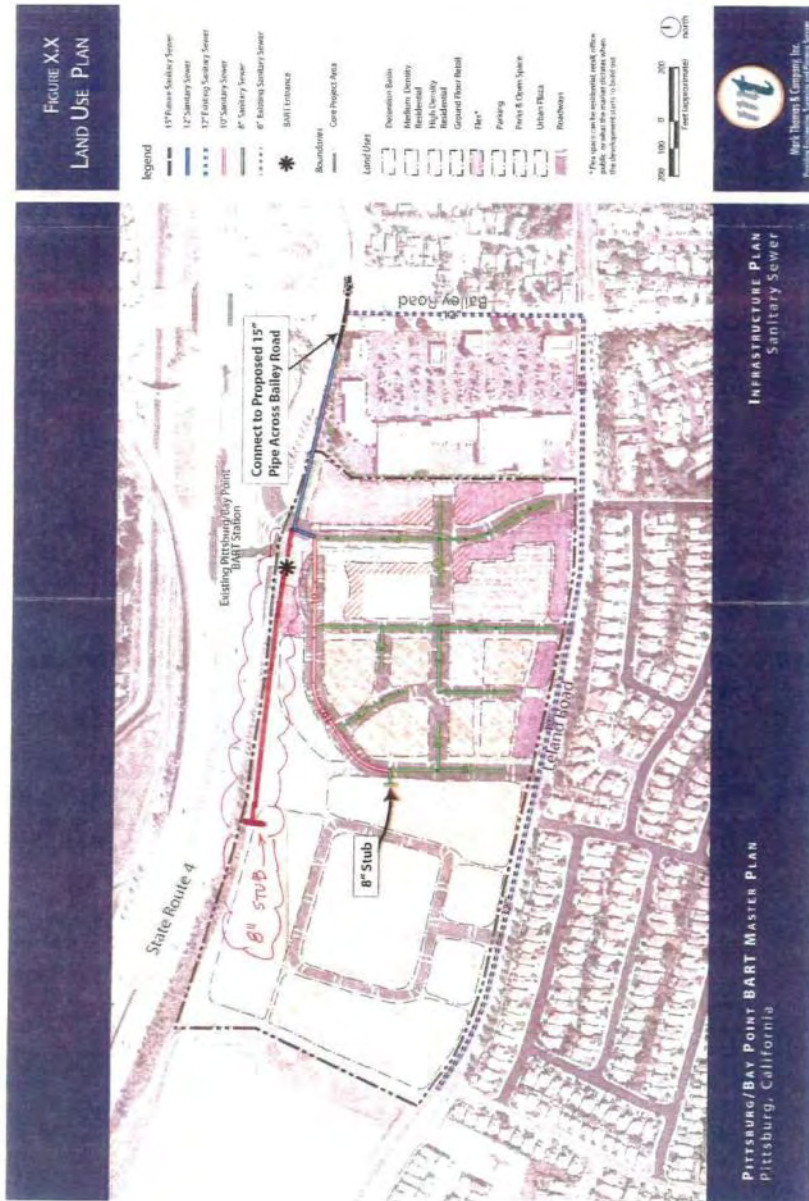
Letter 5 Continued

Page 4.13-21: Please acknowledge that the three bullet items near the top of the page have been deleted from the Master Plan. | 5-31

Technical Appendix I – Wastewater Assessment

Figure XX – Land Use Plan: Since the West Coast Property naturally slopes toward the north, an additional 8" diameter sewer stub should be provided on the north side of the detention basin adjacent to State Route 4 as shown on the attached plan. This will avoid the need for very deep sewer piping draining upslope at adverse grades or sewer pumping systems when the Property is developed. | 5-32

Letter 5 Continued



COMMENT 5 – LOUIS PARSONS, DISCOVERY BUILDERS, INC.

Response 5-1: In reference to the requirements of mitigation measure MM 4.4.4, the commenter states that the City should not be responsible for completing bicycle paths north of State Route 4; the bike paths along West Leland to San Marco Boulevard have already been completed; bike paths along San Marco Boulevard south of Rio Verde Circle should not be a responsibility of the Master Plan Area Projects; the City's obligation to complete these bike networks should not delay the issuance of occupancy permits for projects in the Master Plan Area; and the development projects' fair share of payment of future development should be made on a pro rata basis concurrent with the issuance of building permits and the entire proportional payment should not be required up front.

Development of a circulation system that prioritizes pedestrians, bicyclists and transit riders is a major priority that was included in Section 1.6, Project Goals, of the Master Plan and Section 3.3, Project Objectives, of the Draft EIR. Completion of bicycle lanes and pathways within the vicinity of the project was therefore determined to be essential to meeting those goals and objectives. The recommendations for clarifying the project's fair share of payment of future development, however, have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-8.

Response 5-2: In reference to the requirements of mitigation measure MM 4.4.5b, the commenter states that if only one north-bound left turn lane is required at the San Marco Boulevard and West Leland intersection, there may be adequate space to provide two through and one right turn only lane with the existing pavement; projects should pay their fair share of the cost of any improvements on a per-unit basis as building permits are issued; fair share shall be determined based on the actual number of units developed in the Master Plan Area as well as other existing and planned development in the vicinity; and the timing/implementation of the payment of future fair share shall be made on a pro rata basis concurrent with the issuance of building permits and the entire proportional payment should not be required up front.

This is a programmatic level EIR and the total numbers of units being developed as part of the Master Plan project are unknown at this time. While the intersection configuration being proposed in the comment letter may be adequate, it is not possible to know at this time. Therefore, this comment will be noted and taken into account when the intersection is designed. The recommendations for clarifying the project's of fair share amounts, however, have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-9.

Response 5-3: In reference to the requirements of mitigation measure MM 4.4.5e, the commenter states that the payment of future fair share amounts should be on a per-unit basis as building permits are issued with fair shares determined based on the actual number of units developed in the Master

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Plan Area as well as other existing and planned development in the vicinity.

The recommendations for clarifying the projects' fair share amounts have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-10.

Response 5-4: In reference to the requirements of mitigation measure MM 4.4.5c, the commenter states that the payment of future fair share amounts should be on a per-unit basis as building permits are issued with fair shares determined based on the actual number of units developed in the Master Plan Area as well as other existing and planned development in the vicinity.

The recommendations for clarifying the projects' fair share amounts have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-9.

Response 5-5: In reference to the requirements of mitigation measure MM 4.4.5d, the commenter states that regarding the timing/implementation of payment of future development projects' fair share shall be made on a pro rata basis concurrent with the issuance of building permits, and the entire proportional payment should not be required up front.

The recommendations for clarifying the projects' fair share amounts have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-9.

Response 5-6: In reference to the requirements of mitigation measure MM 4.6.5b, the commenter states that it should be restated that some or all of the air quality measures listed may be necessary based on the site-specific air quality modeling done for future projects in the Master Plan Area; requirement for triple-paned windows should be removed; and, window thickness and STC rating will be determined based on acoustical analysis.

The DEIR has been revised to address the comment relating to restating that some or all of the listed air quality measures may be necessary. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-11.

The use of triple-paned windows has not been removed from the list of potential mitigation measures as recommended, as it is one of many measures intended to protect indoor air quality. Although the use of triple-paned glass would also secondarily serve to attenuate noise in interior areas, it is not identified as a noise-reduction measure subject to implementation based on the result of acoustical analysis, and is required strictly as an indoor air quality measure.

Response 5-7: In reference to the requirements of mitigation measure MM 4.7.3, the commenter states that it should be clarified that the geotechnical analysis only needs to cover the portion of the Master Plan Area proposed for development and that this Master Plan Area will be built in different phases by different developers.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-12.

Response 5-8: In reference to the requirements of mitigation measure MM 4.9.1, the commenter states that the sentence that references "avoidance and minimization measures indicated by the PSR shall be made a Condition of Approval for those permits" should be deleted; compliance with the City's implementing ordinance regarding the HCP is the only mitigation that should be stated; and this document should not dictate how the City and applicant will comply with this Ordinance.

As stated in the mitigation measure, a Project Study Report (PSR) will be required consistent with the HCP for each property in the master plan area. The requirement of the PSR and the potential directives contained in the PSR, are part of the implementing mechanism for the East Contra Costa County HCP/NCC. As worded the mitigation measure accurately depicts how the HCP is implemented and no change to the DEIR is necessary.

Response 5-9: In reference to the requirements of mitigation measure MM 4.9.4, the commenter states that the existing detention basin is entirely on the BART property and that grading of the West Coast Property should not be delayed or restricted while waiting for a jurisdictional determination on the BART property, the timing of which is beyond West Coast's control.

As stated in the Timing/Implementation criteria for mitigation measure MM 4.9.4, this measure limits grading of areas within 150 feet of the existing detention basin until a jurisdictional determination for the basin is made and, if the basin is found to be a jurisdictional feature, until appropriate permits are obtained and implemented. Under these provisions, grading activities outside of this 150 foot radius may move forward as allowed by approved grading permits.

Response 5-10: In reference to the requirements of mitigation measure MM 4.10.2, the commenter states that views of the southern hills from State Route 4 are limited by BART Station development and a grade differential. Commenter states that it is not possible to meet mitigation measures to provide required sound attenuation measures, required landscaping and to stagger buildings to allow for continued views of the hills and requests that the mitigation measure be eliminated.

Page 4.10-19 of the Draft EIR notes that existing views of the hills are already largely impacted by existing topography. Mitigation measure MM 4.10.2 requires retention of viewsheds to the hills by the project *to the greatest extent feasible*. Once more detailed information as to building design and layout becomes available during development of the Master Plan area, the project's impacts to this viewshed may be reduced through design choices and other measures as a result of future environmental review.

Response 5-11: In reference to impact statement 4.11.5.1, the commenter states that the new wastewater transmission piping is required to be extended from

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Bailey Road near State Route 4 to serve the Master Plan Area; that the piping must be adequately sized and located to carry waste water flow from the BART property and the West Coast Property; the BART property should be required to install such piping through the BART property for its use and to serve the West Coast property; and that the timing of the installation of such piping shall be coordinated with West Coast and installed to meet West Coast's development schedule.

Beginning of Page 4.11-31 of the Draft EIR, it is noted that large areas of the Master Plan Area do not currently contain collection pipes, and as pipes under the BART parcels are undersized for a project of the size of the proposed Master Plan, several individual wastewater pipes would need to be upgraded or installed to provide hook-ups for the new development areas. As the question of who should be responsible for installation of said piping is not an environmental issue, this comment does not address the adequacy of the environmental document or its mitigation measures, therefore; no further response is required. The commenter's recommendations, however, will be presented to the decision makers for consideration.

Response 5-12: In reference to the requirements of mitigation measure MM 4.4.5a, the commenter states that fair share payments shall be on a per-unit basis payable at the time of building permits and shall be based on an accurate estimate of the improvement cost with fair shares determined on the basis of the actual number of units developed in the Master Plan Area as well as other existing and planned development in the vicinity, such as the planned development at the former Concord Naval Weapons Station.

The recommendations for clarifying the projects' fair share amounts have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-8.

Response 5-13: In reference to the requirements of mitigation measure MM 4.4.5d, the commenter states that, regarding the timing/implementation payment of future development projects' fair share shall be made on a pro rata basis concurrent with the issuance of building permit, and the entire proportional payment should not be required up front.

The recommendations for clarifying the projects' fair share amounts have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-9.

Response 5-14: In reference to the requirements of mitigation measure MM 4.4.5f, the commenter states that the Bailey Road Traffic Mitigation Measure Inter-Agency Funding Agreement should be amended to include future projects in the Master Plan Area only if the Amendment also provides for fair share funding by future development at the former Concord Naval Weapons Station of necessary improvements in the City; any fair share payments shall be due on a per-unit basis and only if the Amended Agreement is fully executed prior to building permits; and, fair shares shall be determine don the basis of the actual number of units developed in

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

the Master Plan Area and development anticipated at the former Weapons Stations site.

The terms of the amendment of the existing agreement between jurisdictions will be determined at the time of amendment and will include all applicable projects. The recommendations for clarifying the project's of fair share amounts, however, have been modified in the Draft EIR. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-10.

Response 5-15: In reference to the requirements of mitigation measure MM 4.6.3, the commenter states that the timing of this mitigation measure should be concurrent with the issuance of building permits.

Provisions of the City's adopted Green Design Guidelines address site design, outdoor design features and other elements that are appropriately reviewed at the Planning application submittal stage, which occurs prior to applications for and issuance of building permits; therefore, the mitigation measure will remain as written.

Response 5-16: In reference to Page 3.0-15 of the Draft EIR, the commenter requests that the document acknowledge that Figure 3.0-4 has been modified to delete the landscaped strip along the west edge of the West Coast Site and revise the pedestrian/bicycle pathways and connections to the West Coast site.

Figure 4.1, Conceptual Land Plan, and all related figures in the Master Plan will be modified to eliminate the linear green space along the West Coast Home Builders western property line. Figure 3.0-4 of the EIR will be amended accordingly.

Response 5-17: In reference to Page 3.0-17 of the Draft EIR, the commenter states that the pedestrian/bicycle pathway from the BART station to the northern part of the Oak Hills Shopping Center is a potential improvement which may not be practical or feasible and should not be assumed to be constructed in Phase I.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-3.

Response 5-18: In reference to Figure 3.0-5 of the Draft EIR, the commenter references the comment made on Page 3.0-17 [Response 5-17].

See Response 5-17.

Response 5-19: In reference to Page 4.0-2 of the Draft EIR, the commenter states that the reference in the second paragraph should be to Table 4.0-2 not 3.0-2.

The reference to Table 3.0-2 in this paragraph is correct, and points to the Proposed Land Uses – Master Plan Area table on Page 3.0-12.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response 5-20: In reference to Page 4.4-59 of the Draft EIR, the commenter the commenter references the comment made on MM 4.4.4 above [Response 5-1].

See Response 5-1.

Response 5-21: In reference to Page 4.4-71 of the Draft EIR, the commenter the commenter references the comment made on MM 4.4.5a above [Response 5-12].

See Response 5-12.

Response 5-22: In reference to Page 4.4-72 of the Draft EIR, the commenter the commenter references the comment made on MM 4.4.5b above [Response 5-2].

See Response 5-2.

Response 5-23: In reference to Page 4.4-73 of the Draft EIR, the commenter the commenter references the comment made on MM 4.4.5e above [Response 5-3].

See Response 5-3.

Response 5-24: In reference to Page 4.4-74 of the Draft EIR, the commenter the commenter references the comment made on MM 4.4.5f above [Response 5-14].

See Response 5-14.

Response 5-25: In reference to Page 4.6-5 of the Draft EIR, the commenter states that, regarding wind calculations, it should be acknowledged that the BART station area is exposed to a significant south to north prevailing winds, which should be considered in future project specific air quality analyses and may alter the necessary mitigation measures; and that the closest existing air quality monitoring station is on 10th Street in downtown Pittsburg, which has different prevailing wind conditions than the Master Plan Area.

The referenced portion of the document is intended to discuss regional climate, topography, and air pollution potential. As such, a discussion of project area-specific prevailing winds would not be appropriate here, and will be explored further on a project level analysis when appropriate..

Response 5-26: In reference to Table 4.6-4 on Page 4.6-13 of the Draft EIR, the commenter the commenter states that the recommended 500 foot setback for sensitive land uses from a freeway is a rule of thumb and does not account for the significant winds in the Master Plan Area which blow freeway emissions to the north, away from the project area; prevailing winds should be addressed and accounted for in this analysis.

3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

As noted in the text preceding Table 4.6-4, the siting recommendations are CARB-recommended distances for various source categories. Implementation of mitigation measure MM 4.6.5b as outlined on Page 4.6-37 of the Draft EIR and revised as shown in Section 4.2 Changes and Edits to the Draft EIR in this Final EIR, would require site-specific air quality modeling, which would consider site-specific wind and other conditions.

Response 5-27: In reference to Page 4.6-37 of the Draft EIR, the commenter the commenter references the comment made on MM 4.6.5 a & b above [Response 5-6].

See Response 5-6. Note that a comment on MM 4.6.5a was not found in the comment letter. However, to ensure consistency with other similar mitigation measures, language clarifying the project's of fair share amounts have been included in Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-6.

Response 5-28: In reference to Page 4.9-25 of the Draft EIR, the commenter the commenter references the comment made on MM 4.9.4 above [Response 5-9].

See Response 5-19.

Response 5-29: In reference to Page 4.11-31 of the Draft EIR, the commenter the commenter references the comment made on MM 4.11.5.1 above [Response 5-11].

See Response 5-11.

Response 5-30: In reference to Page 4.10-19 of the Draft EIR, the commenter the commenter references the comment made on MM 4.10.2 above [Response 5-10].

See Response 5-10.

Response 5-31: In reference to Page 4.13-21 of the Draft EIR, the commenter requests to acknowledge that the three bullet items near the top of the page have been deleted from the Master Plan.

The DEIR has been revised to address the comment. See Section 4.2, Changes and Edits to the Draft EIR, of this FEIR on pg. 4.0-15.

Response 5-32: In reference to Technical Appendix I – Wastewater Assessment, Figure XX – Land Use Plan, the commenter states that, since the West Coast Property naturally slopes toward the north, an additional 8" diameter sewer stub should be provided on the north side of the detention basin adjacent to State Route 4 as shown on the attached plan; this will avoid the need for very deep sewer piping draining upslope at adverse grades or sewer pumping systems when the property is developed.

Please see response 5-11 above.

4.0 ERRATA

4.1 INTRODUCTION

This section includes minor edits to the DEIR. These modifications resulted from responses to comments received during the DEIR public review period.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strike-out~~ for deleted text) and are organized by section of the DEIR.

4.2 CHANGES AND EDITS TO THE DEIR

1.0 INTRODUCTION

No revisions.

2.0 EXECUTIVE SUMMARY

The following text has been revised in DEIR Section 2.0, page 2.0-11:

**TABLE 2.0-2
PROJECT IMPACTS WHERE SIGNIFICANCE CAN BE REDUCED THROUGH MITIGATION**

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
4.4 Transportation and Traffic			
<p>Impact 4.4.5 The proposed Master Plan may cause an increase in traffic that is substantial in relation to the cumulative traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or reduction in level of service) during the cumulative plus project condition. This impact is cumulatively considerable.</p>	CC	<p>MM 4.4.5b Future development projects in the Master Plan Area shall contribute their fair share to implement improvements that would improve intersection operations at the San Marco Boulevard/West Leland Road intersection, including:</p> <ul style="list-style-type: none"> • Westbound: Modify north leg of intersection to provide a third receiving lane to permit free westbound right-turn movement. • Northbound: Modify to provide one left-turn lane, two through lanes, and a right-turn only lane. <p>These improvements may require traffic signal modifications.</p> <p><i>Timing/Implementation: Payment of future development projects' fair share shall be made prior to issuance of any building permits.</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Development Services Department.</i></p> <p>MM 4.4.5e Future development projects in the Master Plan Area shall contribute their fair share to implement the following improvements that would improve operations at Bailey Road/West Leland Road intersection:</p> <ul style="list-style-type: none"> • Restripe the northbound approach to provide dual 	LCC

4.0 ERRATA

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>left-turn lanes.</p> <ul style="list-style-type: none"> Widen the eastbound approach to add a second left-turn lanes and one right-turn lane <p>These improvements are consistent with the City of Pittsburg's Five Year Capital Improvement Program 2011-2012 through 2016-2017). These improvements may require traffic signal modifications.</p> <p><i>Timing/Implementation: Payment of future development projects' fair share shall be made prior to issuance of any building permits.</i></p> <p><i>Enforcement/Monitoring: City of Pittsburg Development Services Department</i></p>	
		<p>MM 4.4.5c As part of development of the BART parcels, the City of Pittsburg shall ensure that construction of the northbound approach of the West Leland Road/Oak Hills Drive/D Street intersection provides a left turn and a through right shared lane and modification of the traffic signal to provide protected north-south left turn movements.</p> <p>Timing/Implementation: Payment of future development projects' fair share shall be made prior to issuance of building permits on BART-owned properties.</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department in consultation with BART.</p> <p>Implementation of mitigation measure MM4.4.5c would provide additional turning movement capacity. However, the intersection would continue to operate deficiently. Therefore, this impact will remain significant and unavoidable even with implementation of mitigation.</p> <p>Were mitigation measure MM 4.4.5c implemented, all disturbance would occur within the existing intersection right of way and would not increase the pedestrian crossing time. Therefore the secondary impact of implementing this mitigation to other modes of travel would be less than significant.</p>	SC/LS
		<p>MM 4.4.5d The City of Pittsburg shall cooperate with Contra-Costa County to develop a program to fund and implement improvements that would result in acceptable intersection operations at the Bailey Road/Willow Pass Road intersection. Future development projects in the Master Plan Area shall contribute their fair share to these improvements which include conversion of the center through lane to a shared left through lane.</p> <p>Timing/Implementation: Payment of future development projects' fair share shall be made prior to issuance of building permits or in accordance with any future agreements between the County and the</p>	SU/LS

Impact	Level of Significance Without Mitigation	Mitigation Measures	Resulting Level of Significance
		<p>City.</p> <p>Enforcement/Monitoring: Contra Costa County Public Works Department and City of Pittsburg Development Services Department</p> <p>Implementation of mitigation measure MM 4.4.5d would provide additional turning movement capacity and result in acceptable intersection operations. Since this intersection is under the jurisdiction of Contra Costa County, neither the City nor a future applicant for development has control over approval or timing of such an improvement. Therefore, the impact is considered significant and unavoidable because it is outside the jurisdiction of the City of Pittsburg.</p> <p>Mitigation measures MM 4.4.5d could be implemented within the existing intersection right of way and would not increase the pedestrian crossing time. Therefore the secondary impact of implementing this mitigation to other modes of travel would be less than significant.</p> <p>MM 4.4.5e could not be implemented within the existing intersection right of way. Additional right of way would be needed to widen the eastbound approach at the intersection. In addition, widening the eastbound approach would increase the pedestrian crossing time, resulting in secondary impacts on pedestrians.</p>	

3.0 PROJECT DESCRIPTION

The following text has been revised in DEIR Section 3.0, page 3.0-17:

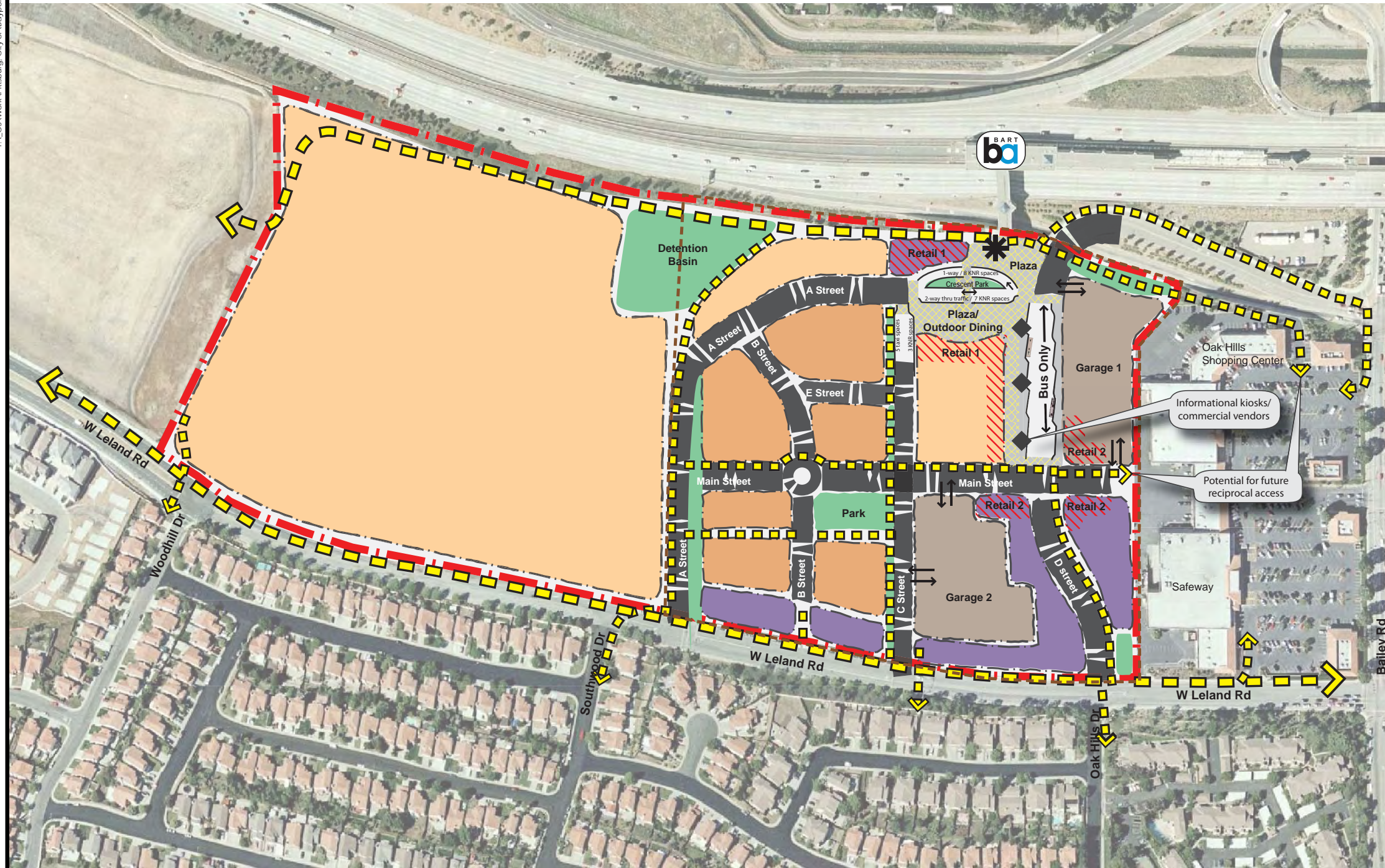
Phase 1

- Construction of C and D streets;
- Construction of temporary parking as well as bus stops, taxi-loading, and kiss-and-ride on the vacant lot east of the existing BART parking areas;
- Construction of senior and market-rate housing, ground-floor retail, and flex uses on the existing intermodal and plaza site; and
- Potentially, improvements to pedestrian/bicycle pathways along the BART access road to Bailey Road and from the BART station along the northern part of the Oak Hills Shopping Center.

Figure 3.0-4 has been revised in DEIR Section 3.0, page 3.0-13:

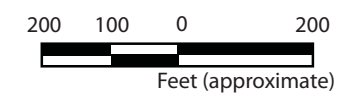
4.0 ERRATA

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legend

- Pittsburg/Bay Point BART Station
- BART Entrance
- Boundaries**
 - Project Area
 - BART Property
- Land Uses**
 - MDR - Medium Density Residential
 - HDR - High Density Residential
 - R - Ground Floor Retail
 - F - Flex*
 - G - Parking Garage
 - OS - Parks & Open Space
 - P - Urban Plaza
- * Flex space can be residential, retail, office, public or what the market dictates when the development starts to build out
- Circulation**
 - Roadways
 - Major Ped/Bike Path
 - Minor Ped/Bike Path



Source: PMC, 2010

Figure 3.0-4
Conceptual Site Plan



4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

No revisions.

4.1 LAND USE AND PLANNING

No revisions.

4.2 POPULATION AND HOUSING

No revisions.

4.3 HAZARDS

No revisions.

4.4 TRANSPORTATION AND TRAFFIC

The following text has been revised in DEIR Section 4.4, page 4.4-51:

MM 4.4.2

Future developers shall develop a construction management plan for review and approval by the City of Pittsburg Engineering Division. The plan shall include at least the following items:

- Development of a construction truck route that would appear on all construction plans to limit truck and auto traffic on nearby residential streets.
- Comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hour traffic hours and peak activity of the BART station, detour signs if required, lane closure procedures, sidewalk closure procedures, cones for drivers, and designated construction access routes.
- Identification of alternative parking supplies for existing BART patrons and construction workers when existing parking facilities are unavailable.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur.
- Location of construction staging areas for materials, equipment, and vehicles.
- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety, and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the developer. Where identified haul roads would include Contra Costa County roads, the plan shall be

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submitted to the Contra Costa County Department of Public Works for review.

- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.

Timing/Implementation: Mitigation to occur prior to and during construction. Plan shall be submitted prior to issuance of grading permit.

Enforcement/Monitoring: City of Pittsburg Engineering Division

The following text has been revised in DEIR Section 4.4, page 4.4-59:

MM 4.4.4 The City of Pittsburg shall complete the planned bicycle network along Bailey Road from West Leland to Willow Pass Road, along West Leland to San Marco Boulevard and along San Marco Boulevard from Rio Verde Circle to West Leland Road prior to issuance of certificates of occupancy for the final phase of development.

Timing/Implementation: Payment of future development projects' fair share shall be made prior to issuance of any building permits. The developer's payment of future projects' fair share shall be made on a pro rata basis concurrent with the issuance of building permits.

Enforcement/Monitoring: City of Pittsburg Engineering ~~Division~~ Development Services Department

The following text has been revised in DEIR Section 4.4, page 4.4-71:

MM 4.4.5a The City of Pittsburg shall cooperate with Caltrans to develop a program to fund and implement improvements that could include:

- construction of additional turn lanes so as to improve operations at the San Marco Boulevard/SR 4 Eastbound Ramps intersection;
- the conversion of the center eastbound left-turn lane to a left-right shared lane at the intersection of Willow Pass Road and Eastbound SR 4;

Future development projects in the Master Plan Area shall contribute their fair share to these improvements, which include converting the second eastbound left-turn lane to a shared left/right turn lane.

Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the ~~prior to~~ approval of any building permits.

Enforcement/Monitoring: Caltrans and City of Pittsburg Development Services Department

The following text has been revised in DEIR Section 4.4, page 4.4-72:

MM 4.4.5b Future development projects in the Master Plan Area shall contribute their fair share to implement improvements that would improve intersection operations at the San Marco Boulevard/West Leland Road intersection, including:

- Westbound: Modify north leg of intersection to provide a third receiving lane to permit free westbound right-turn movement.
- Northbound: Modify to provide one left-turn lane, two through lanes, and a right-turn only lane.

These improvements may require traffic signal modifications.

Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrent with the ~~prior to~~ issuance of any building permits.

Enforcement/Monitoring: City of Pittsburg Development Services Department

The following text has been revised in DEIR Section 4.4, page 4.4-72:

MM 4.4.5c As part of development of the BART parcels, the City of Pittsburg shall ensure that construction of the northbound approach of the West Leland Road/Oak Hills Drive/D Street intersection provides a left-turn and a through-right shared lane and modification of the traffic signal to provide protected north-south left-turn movements.

Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrent with ~~prior to~~ issuance of building permits on BART -owned properties.

Enforcement/Monitoring: City of Pittsburg Development Services Department in consultation with BART.

The following text has been revised in DEIR Section 4.4, page 4.4-73:

MM 4.4.5d The City of Pittsburg shall cooperate with Contra Costa County to develop a program to fund and implement improvements that would result in acceptable intersection operations at the Bailey Road/Willow Pass Road intersection. Future development projects in the Master Plan Area shall contribute their fair share to these improvements ~~which include conversion of the center through lane to a shared left-through lane.~~

Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis

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concurrent with the ~~prior to~~ issuance of building permits or in accordance with any future agreements between the County and the City.

Enforcement/Monitoring: Contra Costa County Public Works Department and City of Pittsburg Development Services Department.

MM 4.4.5e

Future development projects in the Master Plan Area shall contribute their fair share to implement the following improvements that would improve operations at Bailey Road/West Leland Road intersection:

- Restripe the northbound approach to provide dual left-turn lanes.
- Widen the eastbound approach to add a second left-turn lanes and one right-turn lane

These improvements are consistent with the City of Pittsburg's Five Year Capital Improvement Program 2011-2012 through 2016-2017). These improvements may require traffic signal modifications.

Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrent with ~~prior to~~ issuance of any building permits.

Enforcement/Monitoring: City of Pittsburg Development Services Department

The following text has been revised in DEIR Section 4.4, page 4.4-77:

MM 4.4.5f

The City of Pittsburg shall cooperate with City of Concord to amend the Bailey Road Traffic Mitigation Measure Inter-Agency Funding Agreement to include the proposed developments included in the Pittsburg/Bay Point BART Master Plan. Future development projects in the Master Plan Area shall contribute their fair share to implement the identified improvements.

Timing/Implementation: Payment of future development projects' fair share shall be made on a pro rata basis concurrent with ~~prior to~~ issuance of building permits or in accordance with any future agreements between the the City of Concord and Pittsburg.

Enforcement/Monitoring: City of Pittsburg Development Services Department and City of Concord

4.5 NOISE

No revisions.

4.6 AIR QUALITY

The following text has been revised in DEIR Section 4.6, page 4.6-36:

In addition to long-term exposure to stationary emission sources, new land uses may also be exposed to emissions from mobile sources. To assist local jurisdictions in the evaluation of community risk and hazard impacts, BAAQMD recommends that land use plans like the proposed Master Plan establish special overlay zones around existing and planned land uses that emit TACs; establish special overlay zones of at least 500 feet on each side of all freeways and high-volume roadways; and identify goals, policies, and objectives to minimize potential impacts and create overlay zones for sources of TACs and receptors (BAAQMD 2010a). According to information provided by BAAQMD for the Master Plan, the actual area of possible effect in the vicinity of the project site may exceed this 500 foot recommendation. The BAAQMD's current Highway Screening Analysis Tool for State Route 4 indicates that the project along risk and hazard threshold of 10 in a million extends approximately 900 feet south of State Route 4 (BAAQMD 2011).

The following text has been revised in DEIR Section 4.6, page 4.6-37:

MM 4.6.5b As a part of future development proposals in the Master Plan Area, the project proponent(s) shall secure the services of a qualified air quality professional for the preparation of site-specific air quality modeling, as required by the Bay Area Air Quality Management District (BAAQMD). If site-specific modeling indicates that significant exposure to criteria pollutants, including toxic air contaminants, would occur, future development shall comply to the maximum extent feasible with mitigation measures provided by BAAQMD for the reduction of air quality impacts. These measures shall comply with the most current regulations available at the time of development and will likely include some or all of the following measures:

- Modification to the location and height of intakes to the ventilation system;
- Addition of HEPA air filtration systems;
- Limiting the placement of recreational use areas, such as patio areas and balconies, to interior courtyards requiring that they be shielded by the structure;
- Triple-paned windows;
- Central heating, ventilation, and air conditioning (HVAC) systems with high-efficiency filters,
- Locating air intake systems for the HVAC systems as far away from the roadway as possible; and/or
- An ongoing HVAC maintenance plan.

These measures shall be designed and implemented to the satisfaction of the City in consultation with BAAQMD. Site-specific modeling shall be conducted for all development within the project area that falls within a 10 in a million risk

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threshold, at the time of development. Currently, BAAQMD measures that risk to cover areas that is within 900 feet of State Route 4 at the time of the publication of the EIR, and The developer shall use the most current standards and mitigations applicable at the time of the modeling are included.

Timing/Implementation: Prior to approval of any planning entitlements for development projects in the Master Plan Area.

Enforcement/Monitoring: City of Pittsburg Development Services Department in consultation with the Bay Area Air Quality Management District.

4.7 GEOLOGY AND SOILS

The following text has been revised in DEIR Section 4.7, page 4.7-11:

MM 4.7.3

Prior to approval of any building permits, grading permits, or other approval that would result in ground disturbance, a geotechnical analysis shall be prepared by a registered geologist or other professional approved by the City and presented to the City for approval for each phase of project construction. The required geotechnical analysis shall include consideration of all potential soil and seismic effects, including but not limited to liquefaction, soil stability, and soil shrink/swell potential and shall include recommended actions to reduce the effects of such conditions on the proposed construction. These recommendations shall be enacted to the satisfaction of the City in order to minimize these effects.

Because subsurface and soil conditions change only very slowly (on the order of millennia), a geotechnical analysis shall be prepared and submitted to the Engineering Division for approval for all proposed development proposed under the Master Plan.

Timing/Implementation: Prior to approval of any grading permit, building permit, or other approval that would result in ground disturbance for each phase of project construction

Enforcement/Monitoring: City of Pittsburg Development Services Department

4.8 HYDROLOGY AND WATER QUALITY

The following text has been revised in DEIR Section 4.8, page 4.8-2:

Contra Costa County has developed a Drainage Area (DA) Boundary Map that shows the legally described area for the Drainage Area parcels within that boundary. These parcels are noted in the assessor's parcel database so that the County Flood Control and Water Conservation District can identify which parcels are legally in the Drainage Area (Contra Costa County Flood Control and Water Conservation District 2008). The Master Plan area is located in ~~Drainage Area 48B and is served by Line B within this drainage area~~ Drainage Area 48, an

unformed drainage. From West Leland Road west of the BART station (~~the eastern half of the Master Plan area~~), stormwater runoff is diverted to a 42-inch storm drain that carries runoff north and under SR 4. From West Leland Road in the vicinity of the BART property, stormwater ~~flows is diverted to an open channel that conveys runoff~~ flows is diverted to a 36-inch storm drain under SR 4. Stormwater runoff from the Oak Hills Shopping Center located along Bailey Road to the east of the Master Plan area is transported north to drainage facilities located along the south side of SR 4 that carry the runoff west to a culvert under SR 4. This culvert is located immediately west of the end of the SR 4/Bailey Road interchange on- and off-ramps (City of Pittsburg 2001). Storm drainage infrastructure is also located south of the Master Plan area within West Leland Road and in the existing subdivision project to the south (see **Figure 4.8-2**). Flows from the upper watershed area south of SR 4 are constricted by the capacity of the existing culverts under SR 4.

The following text has been revised in DEIR Section 4.8, page 4.8-10:

**TABLE 4.8-1
PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN HEALTH AND SAFETY POLICIES**

General Plan Policies	Consistent with General Plan	Analysis
Resource Conservation		
Goal 9-G-4 – Minimize the runoff and erosion caused by earth movement by requiring development to use best construction management practices.	Yes	Future grading on the project site will be required to prepare a Stormwater Pollution Prevention Plan, which will include construction BMPs.
Goal 9-G-5 – Preserve and enhance Pittsburg’s creeks for their value in providing visual amenity, drainage capacity, and habitat value.	Yes	The Master Plan Area does not include any creeks.
Goal 9-G-6 – Preserve and protect the Contra Costa Canal from storm drainage and runoff contaminating the City’s municipal water supply.	Yes	The Master Plan Area would not drain into the canal during construction or operation of the Master Plan. Stormwater infrastructure has been designed so that flows off-site will be the same as they are currently.
Policy 9-P-21 - As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff.	Yes	The Master Plan and this DEIR include a stormwater analysis presented by Mark Thomas & Company, Inc, which assesses downstream drainage and runoff demonstrates that reduced post project flows will lessen the total flow through the system downstream and potentially allow for better overall drainage in the pipe network. (see Appendix F).
Policy 9-P-23 - Require new urban development to use Best Management Practices to minimize creek bank instability, runoff of construction sediment, and flooding.	Yes	See Goal 9-G-4 above. The best construction management practices required as part of Goal 9-G-4 would also serve to meet the requirements of Policy 9-P-23 during project construction.

4.9 BIOLOGICAL RESOURCES

No revisions.

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4.10 AESTHETICS

No revisions.

4.11 PUBLIC SERVICES AND UTILITIES

The following text has been revised in DEIR Section 4.11, page 4.11-29:

~~The current DDSD NPDES permit (No. CA0038547) allows for treatment of up to 22.7 mgd (average dry weather flow) has adopted a District Master Plan that includes a phased treatment plant expansion to ultimately provide 24 mgd capacity (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch, and unincorporated Bay Point (City of Pittsburg 2009b). This anticipated growth included the proposed Master Plan at a more intense development scale than is proposed by the Master Plan (see Section 4.1, Land Use and Planning).~~

The following text has been revised in DEIR Section 4.11, page 4.11-33:

The projected residential and commercial development in the Master Plan area and in the DDSD service area would increase demand for wastewater treatment that could potentially affect existing capacity of wastewater treatment facilities. Impact 4.11.5.1 found that the proposed Master Plan would have a less than significant impact on wastewater capacity on its own. Furthermore, the City of Pittsburg Sewer Master Plan and General Plan have anticipated development on Master Plan area, and the development proposed by the Master Plan is less intense than that assumed in the General Plan. However, cumulative development in the region, along with the proposed project, would require additional capacity at the treatment plant. ~~DDSD recently adopted a District Master Plan that includes phased treatment plant expansion to ultimately provide 24 mgd capacity. DDSD's current NPDES Permit permits treatment of up to 22.5 mgd (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch, and unincorporated Bay Point. This anticipated growth would include proposed new development under the proposed Master Plan. According to DDSD, the expansion of the DDSD treatment plant would cost approximately \$127 million. This~~ The expansion of the DDSD treatment plant to fully realize its currently permitted capacity would accommodate the new development proposed in the Master Plan, as well as substantial land annexations and development expected for the various cities served by DDSD. The proposed Master Plan's anticipated wastewater demands would be a small percentage of the total anticipated wastewater demands resulting from new development in the region and would not constitute a substantial impact on DDSD's currently anticipated wastewater processing capacity. Furthermore, the City of Pittsburg is able to accommodate a total dry weather flow of uses identified in the General Plan. Also, the City has planned wastewater infrastructure improvement projects to correct deficiencies in the system under General Plan buildout conditions (Contra Costa LAFCO 2007).

4.12 RECREATION

No revisions.

4.13 CLIMATE CHANGE AND GREENHOUSE GASSES

The following text has been revised in DEIR Section 4.13, page 4.13-18:

"BAAQMD's emission threshold for operations is ~~6.6~~ 4.6 metric tons of CO₂ equivalent (CO₂e) per service population (residents plus employees) per year (BAAQMD 2010). The BAAQMD thresholds were chosen based on the substantial evidence that such thresholds represent quantitative and/or qualitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA (BAAQMD 2010). Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem, rather than hinder the state's ability to meet its goals of reduced statewide GHG emissions."

The following text has been revised in DEIR Section 4.13, page 4.13-20:

While BAAQMD does not have an adopted significance threshold for construction-related GHG emissions, estimated GHG emissions that would occur during construction are disclosed in order to assist in the determination of significance for GHG emission impacts in relation to meeting AB 32 GHG reduction goals. In addition, BAAQMD recommends that all construction projects incorporate best management practices.

~~The Master Plan includes in its design standards (and other applicable portions of the plan) the following best management practices (BMPs) for construction:~~

- ~~• Alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet;~~
- ~~• Local building materials (within 100 miles) of at least 10 percent; and~~
- ~~• Recycle at least 50 percent of construction waste or demolition materials.~~

It is anticipated that these BMPs will reduce construction-based impacts to a **less than cumulatively considerable** impact.

The following text has been revised in DEIR Section 4.13, page 4.13-21:

"As shown in **Table 4.13-4**, below, the long-term operations of the proposed project would produce ~~23,653~~ 22,402 metric tons of CO₂e annually, primarily from motor vehicles that travel to and from the site.

TABLE 4.13-4
ESTIMATED GREENHOUSE GAS EMISSIONS – MASTER PLAN OPERATION (BUILDOUT) (METRIC TONS PER YEAR)

Emission Source		Carbon Dioxide (CO ₂)	Methane (CH ₄)	Nitrous Oxide (N ₂ O)	Hydrofluoro carbons (HFCs)	Perfluoro carbons (PFCs)	Sulfur Hexa-fluoride (SF ₆)	CO ₂ e
Mobile Source ^{1,2} (vehicle)		N/A	N/A	N/A	N/A	N/A	N/A	47,184.52 <u>15,933.47</u>
Area Source (landscaping, hearth)		561.47	2.02	0.00	Negl.	Negl.	Negl.	606.57
Stationary Source	Electricity	2,772.52	0.02	0.01	Negl.	Negl.	Negl.	2,776.96
	Natural	1,477.76	0.14	0.00	Negl.	Negl.	Negl.	1,481.55

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Emission Source	Carbon Dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Hydrofluoro carbons (HFCs)	Perfluoro carbons (PFCs)	Sulfur Hexafluoride (SF6)	CO2e
Gas							
Water and Wastewater Conveyance	152.01	0.00	0.00	Negl.	Negl.	Negl.	152.01
Solid Waste	10.61	68.62	N/A	Negl.	Negl.	Negl.	1,451.61
Conversion of Emissions into carbon dioxide equivalents (CO2e), which weight each gas by its global warming potential							
Total CO2e Emissions	23,653.22 22,402.17 CO2e Emissions						

Source: URBEMIS ver. 9.2.4; BAAQMD BGM Greenhouse Gas Calculator v. 1.1.9 (see **Appendix I**), unless otherwise noted below.

Notes: Negl - Emissions of this GHG would be negligible from this source category (less than 0.01 metric tons per year).

N/A – Not available through BGM

1. Emissions presented are adjusted for future improved CAFÉ standards (Pavley I) and Low Carbon Fuel Standards. The emissions model was adjusted to account for the residential/retail mixed use aspect of the Master Plan (1,168 residential units and 1.3 acres of ground floor retail), as well as pedestrian and bicycle facilities (bike paths and complete streets), and public transit options (172 bus stops and 15 rail stops per day, as calculated from Table 4.4-2 Transit Service Summary).

2. Source: Vehicle Miles Traveled from Fehr & Peers 2010.”

The following text has been revised in DEIR Section 4.13, page 4.13-22:

“BAAQMD’s emission threshold is ~~6.6~~ 4.6 metric tons of CO₂e per service population (residents plus employees) per year (BAAQMD 2010). The BAAQMD thresholds were chosen based on the substantial evidence that such thresholds represent quantitative and/or qualitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA (BAAQMD 2010). Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem.”

The following text has been revised in DEIR Section 4.13, page 4.13-22:

**“TABLE 4.13-5
MASTER PLAN GREENHOUSE GAS EMISSIONS PER SERVICE POPULATION**

Per Capita Emissions	Emissions	Jobs	Population	Service Population (SP)	MTCO ₂ e/SP/Year
Master Plan Buildout	23,653 <u>22,402</u>	1,300	3,738	4,935	4.79 <u>4.54</u>

Based on the population and employment figures listed in **Table 4.13-5** above, the projected buildout service population would be 4,935 under the proposed Master Plan. Dividing the GHG emissions for buildout yields a metric ton per service population ratio of ~~4.79~~ 4.54 for buildout conditions. As this is less than the BAAQMD threshold of ~~6.6~~ 4.6, the proposed project would improve GHG emissions per service population and would not result in a net increase in cumulative GHG emissions. The proposed Master Plan’s contribution to GHGs is thus considered **less than cumulatively considerable.**”

5.0 CUMULATIVE IMPACTS

No revisions.

6.0 ALTERNATIVES

No revisions.

7.0 LONG-TERM IMPLICATIONS OF THE PROJECT

No revisions.

APPENDIX F – HYDROLOGY ANALYSIS

The Bay Area Hydrology Model – Project Report section of Appendix F Hydrology Analysis is replaced with the following pages.

Bay Area Hydrology Model
PROJECT REPORT

Project Name: PITTSBURG / BAY POINT - DET BASIN STUDY w/OUT WCHB DEVELOPMENT
Site Address: PMC - DEVELOPMENT
City : PITTSBURG
Report Date : 8/2/2011
Gage : LIVERMORE (Equivalent to Pittsburg Mean Seasonal Precipitation)
Data Start : 1959/10/01
Data End : 2004/09/30
Precip Scale: 1.67
BAHM Version:

PREDEVELOPED LAND USE

Name : Existing Watershed
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Grass,Flat(0-5%)	25.2
A,Urban,Flat(0-5%)	53

<u>Impervious Land Use</u>	<u>Acres</u>
Parking,Flat(0-5%)	25.4

Element Flows To:

Surface	Interflow	Groundwater
Existing Pond	Existing Pond	

Name : Existing Pond
Bottom Length: 140ft.
Bottom Width: 135ft.
Depth : 14ft.
Volume at riser head : 7.9297ft.
Side slope 1: 2.5 To 1
Side slope 2: 2.5 To 1
Side slope 3: 2.5 To 1
Side slope 4: 2.5 To 1
Discharge Structure
Riser Height: 12 ft.
Riser Diameter: 36 in.
NotchType : Rectangular
Notch Width : 3.000 ft.
Notch Height: 2.600 ft.
Orifice 1 Diameter: 6.1 in. Elevation: 0 ft.

Element Flows To:
Outlet 1 Outlet 2

MITIGATED LAND USE

Name : UNDEVELOPED WCHB Site
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Grass,Flat(0-5%)	25.2

<u>Impervious Land Use</u>	<u>Acres</u>
----------------------------	--------------

Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 1
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Urban,Flat(0-5%)	9.1

<u>Impervious Land Use</u>	<u>Acres</u>
----------------------------	--------------

Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 2
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Urban,Flat(0-5%)	3.8

<u>Impervious Land Use</u>	<u>Acres</u>
----------------------------	--------------

Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 3
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 4.8

Impervious Land Use Acres

Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 4
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 3.4

Impervious Land Use Acres

Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 5
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 4.3

Impervious Land Use Acres

Element Flows To:

Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Existing Subdivision
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 53

Impervious Land Use Acres

Element Flows To:

Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Trapezoidal Pond 1
Bottom Length: 125ft.
Bottom Width: 125ft.
Depth : 14ft.
Volume at riser head : 7.3791ft.
Side slope 1: 3 To 1
Side slope 2: 3 To 1
Side slope 3: 3 To 1
Side slope 4: 3 To 1
Discharge Structure
Riser Height: 12 ft.
Riser Diameter: 36 in.
NotchType : Rectangular
Notch Width : 3.000 ft.
Notch Height: 2.600 ft.
Orifice 1 Diameter: 6.131 in. Elevation: 0 ft.

Element Flows To:

Outlet 1 Outlet 2

Pond Hydraulic Table

<u>Stage(ft)</u>	<u>Area(acr)</u>	<u>Volume(acr-ft)</u>	<u>Dschrg(cfs)</u>	<u>Infilt(cfs)</u>
0.000	0.359	0.000	0.000	0.000
0.156	0.364	0.056	0.389	0.000
0.311	0.369	0.113	0.551	0.000

0.467	0.375	0.171	0.674	0.000
0.622	0.380	0.230	0.779	0.000
0.778	0.386	0.290	0.871	0.000
0.933	0.392	0.350	0.954	0.000
1.089	0.397	0.411	1.030	0.000
1.244	0.403	0.474	1.101	0.000
1.400	0.409	0.537	1.168	0.000
1.556	0.414	0.601	1.231	0.000
1.711	0.420	0.666	1.291	0.000
1.867	0.426	0.731	1.349	0.000
2.022	0.432	0.798	1.404	0.000
2.178	0.438	0.866	1.457	0.000
2.333	0.444	0.934	1.508	0.000
2.489	0.450	1.004	1.557	0.000
2.644	0.456	1.074	1.605	0.000
2.800	0.462	1.145	1.652	0.000
2.956	0.468	1.218	1.697	0.000
3.111	0.474	1.291	1.741	0.000
3.267	0.480	1.365	1.784	0.000
3.422	0.486	1.440	1.826	0.000
3.578	0.492	1.516	1.867	0.000
3.733	0.499	1.593	1.908	0.000
3.889	0.505	1.672	1.947	0.000
4.044	0.511	1.751	1.985	0.000
4.200	0.518	1.831	2.023	0.000
4.356	0.524	1.912	2.060	0.000
4.511	0.531	1.994	2.097	0.000
4.667	0.537	2.077	2.133	0.000
4.822	0.544	2.161	2.168	0.000
4.978	0.551	2.246	2.203	0.000
5.133	0.557	2.332	2.237	0.000
5.289	0.564	2.420	2.270	0.000
5.444	0.571	2.508	2.304	0.000
5.600	0.577	2.597	2.336	0.000
5.756	0.584	2.687	2.368	0.000
5.911	0.591	2.779	2.400	0.000
6.067	0.598	2.871	2.432	0.000
6.222	0.605	2.965	2.463	0.000
6.378	0.612	3.060	2.493	0.000
6.533	0.619	3.155	2.523	0.000
6.689	0.626	3.252	2.553	0.000
6.844	0.633	3.350	2.583	0.000
7.000	0.640	3.449	2.612	0.000
7.156	0.647	3.549	2.641	0.000
7.311	0.655	3.651	2.669	0.000
7.467	0.662	3.753	2.698	0.000
7.622	0.669	3.856	2.726	0.000
7.778	0.677	3.961	2.753	0.000
7.933	0.684	4.067	2.781	0.000
8.089	0.691	4.174	2.808	0.000
8.244	0.699	4.282	2.835	0.000
8.400	0.706	4.391	2.861	0.000
8.556	0.714	4.502	2.888	0.000
8.711	0.721	4.613	2.914	0.000
8.867	0.729	4.726	2.940	0.000
9.022	0.737	4.840	2.965	0.000
9.178	0.744	4.955	2.991	0.000

9.333	0.752	5.072	3.016	0.000
9.489	0.760	5.189	3.306	0.000
9.644	0.768	5.308	4.273	0.000
9.800	0.776	5.428	5.618	0.000
9.956	0.783	5.549	7.252	0.000
10.11	0.791	5.672	9.130	0.000
10.27	0.799	5.796	11.22	0.000
10.42	0.807	5.921	13.51	0.000
10.58	0.815	6.047	15.98	0.000
10.73	0.824	6.174	18.61	0.000
10.89	0.832	6.303	21.41	0.000
11.04	0.840	6.433	24.35	0.000
11.20	0.848	6.564	27.43	0.000
11.36	0.856	6.697	30.65	0.000
11.51	0.865	6.831	33.99	0.000
11.67	0.873	6.966	37.46	0.000
11.82	0.881	7.102	41.05	0.000
11.98	0.890	7.240	44.76	0.000
12.13	0.898	7.379	46.74	0.000
12.29	0.907	7.519	49.88	0.000
12.44	0.915	7.661	54.02	0.000
12.60	0.924	7.804	58.96	0.000
12.76	0.932	7.949	64.60	0.000
12.91	0.941	8.094	70.84	0.000
13.07	0.950	8.241	77.64	0.000
13.22	0.958	8.390	84.95	0.000
13.38	0.967	8.540	92.74	0.000
13.53	0.976	8.691	101.0	0.000
13.69	0.985	8.843	109.7	0.000
13.84	0.994	8.997	118.7	0.000
14.00	1.003	9.152	128.2	0.000
14.16	1.012	9.309	138.1	0.000

Pond Hydraulic Table

<u>Stage(ft)</u>	<u>Area(acr)</u>	<u>Volume(acr-ft)</u>	<u>Dschrg(cfs)</u>	<u>Infilt(cfs)</u>
0.000	0.434	0.000	0.000	0.000
0.156	0.439	0.068	0.385	0.000
0.311	0.444	0.137	0.545	0.000
0.467	0.449	0.206	0.668	0.000
0.622	0.454	0.276	0.771	0.000
0.778	0.459	0.347	0.862	0.000
0.933	0.464	0.419	0.944	0.000
1.089	0.469	0.491	1.020	0.000
1.244	0.474	0.565	1.090	0.000
1.400	0.479	0.639	1.156	0.000
1.556	0.484	0.714	1.219	0.000
1.711	0.490	0.790	1.278	0.000
1.867	0.495	0.866	1.335	0.000
2.022	0.500	0.944	1.390	0.000
2.178	0.505	1.022	1.442	0.000
2.333	0.511	1.101	1.493	0.000
2.489	0.516	1.181	1.542	0.000
2.644	0.521	1.261	1.589	0.000

2.800	0.527	1.343	1.635	0.000
2.956	0.532	1.425	1.680	0.000
3.111	0.538	1.508	1.724	0.000
3.267	0.543	1.592	1.766	0.000
3.422	0.549	1.677	1.808	0.000
3.578	0.554	1.763	1.849	0.000
3.733	0.560	1.850	1.888	0.000
3.889	0.565	1.937	1.927	0.000
4.044	0.571	2.026	1.965	0.000
4.200	0.577	2.115	2.003	0.000
4.356	0.582	2.205	2.040	0.000
4.511	0.588	2.296	2.076	0.000
4.667	0.594	2.388	2.111	0.000
4.822	0.599	2.481	2.146	0.000
4.978	0.605	2.574	2.180	0.000
5.133	0.611	2.669	2.214	0.000
5.289	0.617	2.765	2.248	0.000
5.444	0.623	2.861	2.280	0.000
5.600	0.629	2.958	2.313	0.000
5.756	0.635	3.057	2.345	0.000
5.911	0.641	3.156	2.376	0.000
6.067	0.647	3.256	2.407	0.000
6.222	0.653	3.357	2.438	0.000
6.378	0.659	3.459	2.468	0.000
6.533	0.665	3.562	2.498	0.000
6.689	0.671	3.666	2.528	0.000
6.844	0.677	3.770	2.557	0.000
7.000	0.683	3.876	2.586	0.000
7.156	0.689	3.983	2.614	0.000
7.311	0.695	4.091	2.642	0.000
7.467	0.702	4.199	2.670	0.000
7.622	0.708	4.309	2.698	0.000
7.778	0.714	4.419	2.726	0.000
7.933	0.720	4.531	2.753	0.000
8.089	0.727	4.644	2.779	0.000
8.244	0.733	4.757	2.806	0.000
8.400	0.740	4.872	2.832	0.000
8.556	0.746	4.987	2.859	0.000
8.711	0.752	5.104	2.884	0.000
8.867	0.759	5.221	2.910	0.000
9.022	0.765	5.340	2.935	0.000
9.178	0.772	5.459	2.961	0.000
9.333	0.778	5.580	2.986	0.000
9.489	0.785	5.702	3.275	0.000
9.644	0.792	5.824	4.242	0.000
9.800	0.798	5.948	5.587	0.000
9.956	0.805	6.073	7.220	0.000
10.11	0.812	6.198	9.098	0.000
10.27	0.818	6.325	11.19	0.000
10.42	0.825	6.453	13.48	0.000
10.58	0.832	6.582	15.95	0.000
10.73	0.839	6.712	18.58	0.000
10.89	0.846	6.843	21.37	0.000
11.04	0.853	6.975	24.31	0.000
11.20	0.859	7.108	27.40	0.000
11.36	0.866	7.242	30.61	0.000
11.51	0.873	7.378	33.96	0.000

11.67	0.880	7.514	37.43	0.000
11.82	0.887	7.651	41.02	0.000
11.98	0.894	7.790	44.73	0.000
12.13	0.901	7.930	46.71	0.000
12.29	0.908	8.070	49.84	0.000
12.44	0.916	8.212	53.99	0.000
12.60	0.923	8.355	58.93	0.000
12.76	0.930	8.499	64.56	0.000
12.91	0.937	8.645	70.80	0.000
13.07	0.944	8.791	77.60	0.000
13.22	0.952	8.938	84.91	0.000
13.38	0.959	9.087	92.71	0.000
13.53	0.966	9.237	101.0	0.000
13.69	0.974	9.388	109.6	0.000
13.84	0.981	9.540	118.7	0.000
14.00	0.988	9.693	128.2	0.000
14.16	0.996	9.847	138.0	0.000

ANALYSIS RESULTS

Flow Frequency Return Periods for Predeveloped. POC #1

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	31.8301
5 year	64.269696
10 year	68.659565
25 year	92.510761

Flow Frequency Return Periods for Mitigated. POC #1

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	2.85223
5 year	30.288735
10 year	48.032248
25 year	59.310313

Yearly Peaks for Predeveloped and Mitigated. POC #1

<u>Year</u>	<u>Predeveloped</u>	<u>Mitigated</u>
1961	22.801	2.498
1962	17.856	1.879
1963	29.230	2.239
1964	35.551	30.878
1965	76.330	15.517
1966	29.065	2.822
1967	20.006	2.105
1968	141.664	65.788
1969	53.673	22.103
1970	46.507	22.992
1971	36.652	2.847
1972	35.367	6.640
1973	14.545	1.631
1974	87.830	45.640
1975	66.091	2.923
1976	30.705	2.734

1977	8.362	0.121
1978	10.688	0.404
1979	41.518	2.852
1980	45.562	2.595
1981	29.425	3.001
1982	18.461	2.518
1983	66.441	54.451
1984	52.214	28.166
1985	24.819	2.355
1986	15.508	1.881
1987	68.145	58.693
1988	22.062	6.682
1989	9.654	1.109
1990	18.644	1.490
1991	31.047	2.733
1992	31.830	3.173
1993	41.859	2.558
1994	30.524	6.130
1995	15.968	1.801
1996	67.962	43.626
1997	69.624	37.665
1998	36.833	14.129
1999	60.359	35.229
2000	37.169	2.413
2001	24.040	3.063
2002	28.318	2.288
2003	15.492	1.767
2004	45.359	26.014
2005	65.356	52.518

Ranked Yearly Peaks for Predeveloped and Mitigated. POC #1

Rank	Predeveloped	Mitigated
1	141.6640	65.7879
2	87.8295	58.6934
3	76.3295	54.4514
4	69.6240	52.5179
5	68.1452	45.6399
6	67.9620	43.6263
7	66.4410	37.6652
8	66.0910	35.2293
9	65.3560	30.8783
10	60.3590	28.1663
11	53.6728	26.0144
12	52.2144	22.9919
13	46.5070	22.1032
14	45.5624	15.5169
15	45.3591	14.1290
16	41.8587	6.6816
17	41.5184	6.6397
18	37.1691	6.1305
19	36.8329	3.1730
20	36.6523	3.0635
21	35.5506	3.0005
22	35.3673	2.9231
23	31.8301	2.8522
24	31.0465	2.8465

25	30.7053	2.8217
26	30.5243	2.7336
27	29.4245	2.7332
28	29.2295	2.5951
29	29.0649	2.5578
30	28.3175	2.5180
31	24.8190	2.4977
32	24.0398	2.4131
33	22.8012	2.3550
34	22.0618	2.2884
35	20.0062	2.2392
36	18.6437	2.1046
37	18.4605	1.8815
38	17.8556	1.8787
39	15.9682	1.8015
40	15.5084	1.7675
41	15.4916	1.6312
42	14.5454	1.4896
43	10.6883	1.1093
44	9.6543	0.4041
45	8.3621	0.1205

POC #1

The Facility PASSED

The Facility PASSED.

Flow(CFS)	Predev	Dev	Percentage	Pass/Fail
3.1830	2914	389	13	Pass
3.8444	2354	244	10	Pass
4.5058	1885	177	9	Pass
5.1671	1596	142	8	Pass
5.8285	1368	124	9	Pass
6.4899	1175	109	9	Pass
7.1513	1024	97	9	Pass
7.8127	912	89	9	Pass
8.4740	810	83	10	Pass
9.1354	738	76	10	Pass
9.7968	676	72	10	Pass
10.4582	628	67	10	Pass
11.1196	562	67	11	Pass
11.7809	519	63	12	Pass
12.4423	476	59	12	Pass
13.1037	437	57	13	Pass
13.7651	400	54	13	Pass
14.4265	364	50	13	Pass
15.0878	335	48	14	Pass
15.7492	310	47	15	Pass
16.4106	285	47	16	Pass
17.0720	256	45	17	Pass
17.7334	242	43	17	Pass
18.3947	226	41	18	Pass
19.0561	214	39	18	Pass
19.7175	195	38	19	Pass
20.3789	175	36	20	Pass
21.0403	159	36	22	Pass

21.7016	151	35	23	Pass
22.3630	143	31	21	Pass
23.0244	135	29	21	Pass
23.6858	127	28	22	Pass
24.3471	116	28	24	Pass
25.0085	110	27	24	Pass
25.6699	101	24	23	Pass
26.3313	94	23	24	Pass
26.9927	93	23	24	Pass
27.6540	89	23	25	Pass
28.3154	86	22	25	Pass
28.9768	81	20	24	Pass
29.6382	71	20	28	Pass
30.2996	70	20	28	Pass
30.9609	66	17	25	Pass
31.6223	63	14	22	Pass
32.2837	57	14	24	Pass
32.9451	54	12	22	Pass
33.6065	54	12	22	Pass
34.2678	50	12	24	Pass
34.9292	49	12	24	Pass
35.5906	46	11	23	Pass
36.2520	45	10	22	Pass
36.9134	43	10	23	Pass
37.5747	42	10	23	Pass
38.2361	41	9	21	Pass
38.8975	40	9	22	Pass
39.5589	37	9	24	Pass
40.2203	36	9	25	Pass
40.8816	36	9	25	Pass
41.5430	33	9	27	Pass
42.2044	32	9	28	Pass
42.8658	32	8	25	Pass
43.5271	31	7	22	Pass
44.1885	29	6	20	Pass
44.8499	29	6	20	Pass
45.5113	27	6	22	Pass
46.1727	25	5	20	Pass
46.8340	24	5	20	Pass
47.4954	24	5	20	Pass
48.1568	24	5	20	Pass
48.8182	24	5	20	Pass
49.4796	21	5	23	Pass
50.1409	21	5	23	Pass
50.8023	21	5	23	Pass
51.4637	21	5	23	Pass
52.1251	20	5	25	Pass
52.7865	19	4	21	Pass
53.4478	19	4	21	Pass
54.1092	18	4	22	Pass
54.7706	17	3	17	Pass
55.4320	14	3	21	Pass
56.0934	14	3	21	Pass
56.7547	14	2	14	Pass
57.4161	14	2	14	Pass
58.0775	14	2	14	Pass
58.7389	13	1	7	Pass

59.4003	13	1	7	Pass
60.0616	13	1	7	Pass
60.7230	12	1	8	Pass
61.3844	12	1	8	Pass
62.0458	10	1	10	Pass
62.7072	10	1	10	Pass
63.3685	10	1	10	Pass
64.0299	10	1	10	Pass
64.6913	10	1	10	Pass
65.3527	10	1	10	Pass
66.0140	9	0	0	Pass
66.6754	6	0	0	Pass
67.3368	6	0	0	Pass
67.9982	5	0	0	Pass
68.6596	4	0	0	Pass

Perlnd and Implnd Changes

No changes have been made.

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Bay Area Hydrology Model
PROJECT REPORT

Project Name: PITTSBURG / BAY POINT - DET BASIN STUDY WITH WCHB DEVELOPMENT
Site Address: PMC - DEVELOPMENT
City : PITTSBURG
Report Date : 8/2/2011
Gage : LIVERMORE (Equivalent to Pittsburg Mean Seasonal Precipitation)
Data Start : 1959/10/01
Data End : 2004/09/30
Precip Scale: 1.67
BAHM Version:

PREDEVELOPED LAND USE

Name : Existing Watershed
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Grass,Flat(0-5%)	25.2
A,Urban,Flat(0-5%)	53

<u>Impervious Land Use</u>	<u>Acres</u>
Parking,Flat(0-5%)	25.4

Element Flows To:		
Surface	Interflow	Groundwater
Existing Pond	Existing Pond	

Name : Existing Pond
Bottom Length: 140ft.
Bottom Width: 135ft.
Depth : 14ft.
Volume at riser head : 7.9297ft.
Side slope 1: 2.5 To 1
Side slope 2: 2.5 To 1
Side slope 3: 2.5 To 1
Side slope 4: 2.5 To 1
Discharge Structure
Riser Height: 12 ft.
Riser Diameter: 36 in.
NotchType : Rectangular
Notch Width : 3.000 ft.
Notch Height: 2.600 ft.
Orifice 1 Diameter: 6.1 in. Elevation: 0 ft.

Element Flows To:
Outlet 1 Outlet 2

MITIGATED LAND USE

Name : DEVELOPED WCHB Site
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Urban,Flat(0-5%)	25.2

<u>Impervious Land Use</u>	<u>Acres</u>
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Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 1
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Urban,Flat(0-5%)	9.1

<u>Impervious Land Use</u>	<u>Acres</u>
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Element Flows To:
Surface Interflow Groundwater
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 2
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Urban,Flat(0-5%)	3.8

<u>Impervious Land Use</u>	<u>Acres</u>
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Element Flows To:
Surface **Interflow** **Groundwater**
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 3
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 4.8

Impervious Land Use Acres

Element Flows To:
Surface **Interflow** **Groundwater**
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 4
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 3.4

Impervious Land Use Acres

Element Flows To:
Surface **Interflow** **Groundwater**
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Phase 5
Bypass: No

GroundWater: No

Pervious Land Use Acres
A,Urban,Flat(0-5%) 4.3

Impervious Land Use Acres

Element Flows To:
Surface **Interflow** **Groundwater**
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Existing Subdivision
Bypass: No

GroundWater: No

<u>Pervious Land Use</u>	<u>Acres</u>
A,Urban,Flat(0-5%)	53
<u>Impervious Land Use</u>	<u>Acres</u>

Element Flows To:
Surface **Interflow** **Groundwater**
Trapezoidal Pond 1 Trapezoidal Pond 1

Name : Trapezoidal Pond 1
Bottom Length: 125ft.
Bottom Width: 125ft.
Depth : 14ft.
Volume at riser head : 7.3791ft.
Side slope 1: 3 To 1
Side slope 2: 3 To 1
Side slope 3: 3 To 1
Side slope 4: 3 To 1
Discharge Structure
Riser Height: 12 ft.
Riser Diameter: 36 in.
NotchType : Rectangular
Notch Width : 3.000 ft.
Notch Height: 2.600 ft.
Orifice 1 Diameter: 6.131 in. **Elevation:** 0 ft.

Element Flows To:
Outlet 1 **Outlet 2**

Pond Hydraulic Table

<u>Stage(ft)</u>	<u>Area(acr)</u>	<u>Volume(acr-ft)</u>	<u>Dschrg(cfs)</u>	<u>Infilt(cfs)</u>
0.000	0.359	0.000	0.000	0.000
0.156	0.364	0.056	0.389	0.000
0.311	0.369	0.113	0.551	0.000

0.467	0.375	0.171	0.674	0.000
0.622	0.380	0.230	0.779	0.000
0.778	0.386	0.290	0.871	0.000
0.933	0.392	0.350	0.954	0.000
1.089	0.397	0.411	1.030	0.000
1.244	0.403	0.474	1.101	0.000
1.400	0.409	0.537	1.168	0.000
1.556	0.414	0.601	1.231	0.000
1.711	0.420	0.666	1.291	0.000
1.867	0.426	0.731	1.349	0.000
2.022	0.432	0.798	1.404	0.000
2.178	0.438	0.866	1.457	0.000
2.333	0.444	0.934	1.508	0.000
2.489	0.450	1.004	1.557	0.000
2.644	0.456	1.074	1.605	0.000
2.800	0.462	1.145	1.652	0.000
2.956	0.468	1.218	1.697	0.000
3.111	0.474	1.291	1.741	0.000
3.267	0.480	1.365	1.784	0.000
3.422	0.486	1.440	1.826	0.000
3.578	0.492	1.516	1.867	0.000
3.733	0.499	1.593	1.908	0.000
3.889	0.505	1.672	1.947	0.000
4.044	0.511	1.751	1.985	0.000
4.200	0.518	1.831	2.023	0.000
4.356	0.524	1.912	2.060	0.000
4.511	0.531	1.994	2.097	0.000
4.667	0.537	2.077	2.133	0.000
4.822	0.544	2.161	2.168	0.000
4.978	0.551	2.246	2.203	0.000
5.133	0.557	2.332	2.237	0.000
5.289	0.564	2.420	2.270	0.000
5.444	0.571	2.508	2.304	0.000
5.600	0.577	2.597	2.336	0.000
5.756	0.584	2.687	2.368	0.000
5.911	0.591	2.779	2.400	0.000
6.067	0.598	2.871	2.432	0.000
6.222	0.605	2.965	2.463	0.000
6.378	0.612	3.060	2.493	0.000
6.533	0.619	3.155	2.523	0.000
6.689	0.626	3.252	2.553	0.000
6.844	0.633	3.350	2.583	0.000
7.000	0.640	3.449	2.612	0.000
7.156	0.647	3.549	2.641	0.000
7.311	0.655	3.651	2.669	0.000
7.467	0.662	3.753	2.698	0.000
7.622	0.669	3.856	2.726	0.000
7.778	0.677	3.961	2.753	0.000
7.933	0.684	4.067	2.781	0.000
8.089	0.691	4.174	2.808	0.000
8.244	0.699	4.282	2.835	0.000
8.400	0.706	4.391	2.861	0.000
8.556	0.714	4.502	2.888	0.000
8.711	0.721	4.613	2.914	0.000
8.867	0.729	4.726	2.940	0.000
9.022	0.737	4.840	2.965	0.000
9.178	0.744	4.955	2.991	0.000

9.333	0.752	5.072	3.016	0.000
9.489	0.760	5.189	3.306	0.000
9.644	0.768	5.308	4.273	0.000
9.800	0.776	5.428	5.618	0.000
9.956	0.783	5.549	7.252	0.000
10.11	0.791	5.672	9.130	0.000
10.27	0.799	5.796	11.22	0.000
10.42	0.807	5.921	13.51	0.000
10.58	0.815	6.047	15.98	0.000
10.73	0.824	6.174	18.61	0.000
10.89	0.832	6.303	21.41	0.000
11.04	0.840	6.433	24.35	0.000
11.20	0.848	6.564	27.43	0.000
11.36	0.856	6.697	30.65	0.000
11.51	0.865	6.831	33.99	0.000
11.67	0.873	6.966	37.46	0.000
11.82	0.881	7.102	41.05	0.000
11.98	0.890	7.240	44.76	0.000
12.13	0.898	7.379	46.74	0.000
12.29	0.907	7.519	49.88	0.000
12.44	0.915	7.661	54.02	0.000
12.60	0.924	7.804	58.96	0.000
12.76	0.932	7.949	64.60	0.000
12.91	0.941	8.094	70.84	0.000
13.07	0.950	8.241	77.64	0.000
13.22	0.958	8.390	84.95	0.000
13.38	0.967	8.540	92.74	0.000
13.53	0.976	8.691	101.0	0.000
13.69	0.985	8.843	109.7	0.000
13.84	0.994	8.997	118.7	0.000
14.00	1.003	9.152	128.2	0.000
14.16	1.012	9.309	138.1	0.000

Pond Hydraulic Table

<u>Stage(ft)</u>	<u>Area(acr)</u>	<u>Volume(acr-ft)</u>	<u>Dschrg(cfs)</u>	<u>Infilt(cfs)</u>
0.000	0.434	0.000	0.000	0.000
0.156	0.439	0.068	0.385	0.000
0.311	0.444	0.137	0.545	0.000
0.467	0.449	0.206	0.668	0.000
0.622	0.454	0.276	0.771	0.000
0.778	0.459	0.347	0.862	0.000
0.933	0.464	0.419	0.944	0.000
1.089	0.469	0.491	1.020	0.000
1.244	0.474	0.565	1.090	0.000
1.400	0.479	0.639	1.156	0.000
1.556	0.484	0.714	1.219	0.000
1.711	0.490	0.790	1.278	0.000
1.867	0.495	0.866	1.335	0.000
2.022	0.500	0.944	1.390	0.000
2.178	0.505	1.022	1.442	0.000
2.333	0.511	1.101	1.493	0.000
2.489	0.516	1.181	1.542	0.000
2.644	0.521	1.261	1.589	0.000

2.800	0.527	1.343	1.635	0.000
2.956	0.532	1.425	1.680	0.000
3.111	0.538	1.508	1.724	0.000
3.267	0.543	1.592	1.766	0.000
3.422	0.549	1.677	1.808	0.000
3.578	0.554	1.763	1.849	0.000
3.733	0.560	1.850	1.888	0.000
3.889	0.565	1.937	1.927	0.000
4.044	0.571	2.026	1.965	0.000
4.200	0.577	2.115	2.003	0.000
4.356	0.582	2.205	2.040	0.000
4.511	0.588	2.296	2.076	0.000
4.667	0.594	2.388	2.111	0.000
4.822	0.599	2.481	2.146	0.000
4.978	0.605	2.574	2.180	0.000
5.133	0.611	2.669	2.214	0.000
5.289	0.617	2.765	2.248	0.000
5.444	0.623	2.861	2.280	0.000
5.600	0.629	2.958	2.313	0.000
5.756	0.635	3.057	2.345	0.000
5.911	0.641	3.156	2.376	0.000
6.067	0.647	3.256	2.407	0.000
6.222	0.653	3.357	2.438	0.000
6.378	0.659	3.459	2.468	0.000
6.533	0.665	3.562	2.498	0.000
6.689	0.671	3.666	2.528	0.000
6.844	0.677	3.770	2.557	0.000
7.000	0.683	3.876	2.586	0.000
7.156	0.689	3.983	2.614	0.000
7.311	0.695	4.091	2.642	0.000
7.467	0.702	4.199	2.670	0.000
7.622	0.708	4.309	2.698	0.000
7.778	0.714	4.419	2.726	0.000
7.933	0.720	4.531	2.753	0.000
8.089	0.727	4.644	2.779	0.000
8.244	0.733	4.757	2.806	0.000
8.400	0.740	4.872	2.832	0.000
8.556	0.746	4.987	2.859	0.000
8.711	0.752	5.104	2.884	0.000
8.867	0.759	5.221	2.910	0.000
9.022	0.765	5.340	2.935	0.000
9.178	0.772	5.459	2.961	0.000
9.333	0.778	5.580	2.986	0.000
9.489	0.785	5.702	3.275	0.000
9.644	0.792	5.824	4.242	0.000
9.800	0.798	5.948	5.587	0.000
9.956	0.805	6.073	7.220	0.000
10.11	0.812	6.198	9.098	0.000
10.27	0.818	6.325	11.19	0.000
10.42	0.825	6.453	13.48	0.000
10.58	0.832	6.582	15.95	0.000
10.73	0.839	6.712	18.58	0.000
10.89	0.846	6.843	21.37	0.000
11.04	0.853	6.975	24.31	0.000
11.20	0.859	7.108	27.40	0.000
11.36	0.866	7.242	30.61	0.000
11.51	0.873	7.378	33.96	0.000

11.67	0.880	7.514	37.43	0.000
11.82	0.887	7.651	41.02	0.000
11.98	0.894	7.790	44.73	0.000
12.13	0.901	7.930	46.71	0.000
12.29	0.908	8.070	49.84	0.000
12.44	0.916	8.212	53.99	0.000
12.60	0.923	8.355	58.93	0.000
12.76	0.930	8.499	64.56	0.000
12.91	0.937	8.645	70.80	0.000
13.07	0.944	8.791	77.60	0.000
13.22	0.952	8.938	84.91	0.000
13.38	0.959	9.087	92.71	0.000
13.53	0.966	9.237	101.0	0.000
13.69	0.974	9.388	109.6	0.000
13.84	0.981	9.540	118.7	0.000
14.00	0.988	9.693	128.2	0.000
14.16	0.996	9.847	138.0	0.000

ANALYSIS RESULTS

Flow Frequency Return Periods for Predeveloped. POC #1

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	31.8301
5 year	64.269696
10 year	68.659565
25 year	92.510761

Flow Frequency Return Periods for Mitigated. POC #1

<u>Return Period</u>	<u>Flow(cfs)</u>
2 year	3.83682
5 year	35.62287
10 year	55.820909
25 year	62.916661

Yearly Peaks for Predeveloped and Mitigated. POC #1

<u>Year</u>	<u>Predeveloped</u>	<u>Mitigated</u>
1961	22.801	2.680
1962	17.856	2.063
1963	29.230	2.415
1964	35.551	34.976
1965	76.330	26.853
1966	29.065	4.071
1967	20.006	2.311
1968	141.664	71.542
1969	53.673	30.326
1970	46.507	29.083
1971	36.652	3.837
1972	35.367	15.670
1973	14.545	1.917
1974	87.830	54.297
1975	66.091	3.321
1976	30.705	2.893
1977	8.362	0.135

1978	10.688	0.466
1979	41.518	2.960
1980	45.562	2.753
1981	29.425	6.063
1982	18.461	2.867
1983	66.441	58.679
1984	52.214	32.744
1985	24.819	2.673
1986	15.508	2.055
1987	68.145	62.095
1988	22.062	14.510
1989	9.654	1.254
1990	18.644	1.656
1991	31.047	2.953
1992	31.830	7.668
1993	41.859	2.864
1994	30.524	10.708
1995	15.968	2.038
1996	67.962	48.197
1997	69.624	43.087
1998	36.833	20.598
1999	60.359	38.727
2000	37.169	2.562
2001	24.040	7.197
2002	28.318	2.558
2003	15.492	1.946
2004	45.359	35.803
2005	65.356	59.536

Ranked Yearly Peaks for Predeveloped and Mitigated. POC #1

Rank	Predeveloped	Mitigated
1	141.6640	71.5420
2	87.8295	62.0952
3	76.3295	59.5361
4	69.6240	58.6788
5	68.1452	54.2967
6	67.9620	48.1968
7	66.4410	43.0867
8	66.0910	38.7266
9	65.3560	35.8025
10	60.3590	34.9762
11	53.6728	32.7441
12	52.2144	30.3264
13	46.5070	29.0829
14	45.5624	26.8534
15	45.3591	20.5981
16	41.8587	15.6700
17	41.5184	14.5104
18	37.1691	10.7078
19	36.8329	7.6675
20	36.6523	7.1972
21	35.5506	6.0633
22	35.3673	4.0711
23	31.8301	3.8368
24	31.0465	3.3208
25	30.7053	2.9598

26	30.5243	2.9527
27	29.4245	2.8926
28	29.2295	2.8665
29	29.0649	2.8637
30	28.3175	2.7529
31	24.8190	2.6796
32	24.0398	2.6735
33	22.8012	2.5617
34	22.0618	2.5582
35	20.0062	2.4147
36	18.6437	2.3107
37	18.4605	2.0633
38	17.8556	2.0554
39	15.9682	2.0375
40	15.5084	1.9460
41	15.4916	1.9174
42	14.5454	1.6556
43	10.6883	1.2543
44	9.6543	0.4660
45	8.3621	0.1349

POC #1

The Facility PASSED

The Facility PASSED.

Flow(CFS)	Predev	Dev	Percentage	Pass/Fail
3.1830	2914	502	17	Pass
3.8444	2354	315	13	Pass
4.5058	1885	239	12	Pass
5.1671	1596	203	12	Pass
5.8285	1368	175	12	Pass
6.4899	1175	154	13	Pass
7.1513	1024	144	14	Pass
7.8127	912	124	13	Pass
8.4740	810	111	13	Pass
9.1354	738	105	14	Pass
9.7968	676	97	14	Pass
10.4582	628	92	14	Pass
11.1196	562	84	14	Pass
11.7809	519	80	15	Pass
12.4423	476	77	16	Pass
13.1037	437	74	16	Pass
13.7651	400	70	17	Pass
14.4265	364	66	18	Pass
15.0878	335	62	18	Pass
15.7492	310	58	18	Pass
16.4106	285	57	20	Pass
17.0720	256	53	20	Pass
17.7334	242	53	21	Pass
18.3947	226	51	22	Pass
19.0561	214	51	23	Pass
19.7175	195	48	24	Pass
20.3789	175	46	26	Pass
21.0403	159	44	27	Pass
21.7016	151	43	28	Pass

22.3630	143	41	28	Pass
23.0244	135	41	30	Pass
23.6858	127	40	31	Pass
24.3471	116	39	33	Pass
25.0085	110	38	34	Pass
25.6699	101	34	33	Pass
26.3313	94	34	36	Pass
26.9927	93	32	34	Pass
27.6540	89	30	33	Pass
28.3154	86	29	33	Pass
28.9768	81	28	34	Pass
29.6382	71	27	38	Pass
30.2996	70	27	38	Pass
30.9609	66	25	37	Pass
31.6223	63	24	38	Pass
32.2837	57	22	38	Pass
32.9451	54	20	37	Pass
33.6065	54	19	35	Pass
34.2678	50	18	36	Pass
34.9292	49	18	36	Pass
35.5906	46	17	36	Pass
36.2520	45	16	35	Pass
36.9134	43	15	34	Pass
37.5747	42	15	35	Pass
38.2361	41	15	36	Pass
38.8975	40	11	27	Pass
39.5589	37	10	27	Pass
40.2203	36	10	27	Pass
40.8816	36	10	27	Pass
41.5430	33	10	30	Pass
42.2044	32	10	31	Pass
42.8658	32	10	31	Pass
43.5271	31	9	29	Pass
44.1885	29	9	31	Pass
44.8499	29	9	31	Pass
45.5113	27	9	33	Pass
46.1727	25	8	32	Pass
46.8340	24	8	33	Pass
47.4954	24	7	29	Pass
48.1568	24	7	29	Pass
48.8182	24	6	25	Pass
49.4796	21	6	28	Pass
50.1409	21	6	28	Pass
50.8023	21	6	28	Pass
51.4637	21	6	28	Pass
52.1251	20	6	30	Pass
52.7865	19	6	31	Pass
53.4478	19	6	31	Pass
54.1092	18	6	33	Pass
54.7706	17	5	29	Pass
55.4320	14	5	35	Pass
56.0934	14	5	35	Pass
56.7547	14	5	35	Pass
57.4161	14	5	35	Pass
58.0775	14	5	35	Pass
58.7389	13	4	30	Pass
59.4003	13	3	23	Pass

60.0616	13	2	15	Pass
60.7230	12	2	16	Pass
61.3844	12	2	16	Pass
62.0458	10	2	20	Pass
62.7072	10	1	10	Pass
63.3685	10	1	10	Pass
64.0299	10	1	10	Pass
64.6913	10	1	10	Pass
65.3527	10	1	10	Pass
66.0140	9	1	11	Pass
66.6754	6	1	16	Pass
67.3368	6	1	16	Pass
67.9982	5	1	20	Pass
68.6596	4	1	25	Pass

Perlnd and Implnd Changes

No changes have been made.

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5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

5.1 INTRODUCTION

This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Pittsburg/Bay Point BART Master Plan. This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the EIR. All revisions to mitigation measures that were necessary, as a result of responding to public comments or in response to non-substantive internal inconsistencies or errors found within the Draft EIR. This FMMRP will be incorporated into the project as Appendix B to the Master Plan and as Exhibit D to the City Council Resolution certifying the EIR for the project.

5.2 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The City of Pittsburg will be the primary agency, but not the only agency responsible for implementing the mitigation measures. In some cases, other public agencies will implement measures. In other cases, the project applicant will be responsible for implementation of measures and the City's role is exclusively to monitor the implementation of the measures. In such cases, the project applicant may choose to require the construction contractor to implement specific mitigation measures prior to and/or during construction. The City will continue to monitor mitigation measures that are required to be implemented during the operation of the project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

Mitigation Measures: The mitigation measures are taken from the Draft EIR, in the same order that they appear in the Draft EIR. The Final MMRP contains revisions to mitigation measures, as well as new mitigation measures.

Mitigation Timing: Identifies at which stage of the project mitigation must be completed.

Monitoring Responsibility: Identifies the department within the City, project applicant, or consultant responsible for mitigation monitoring.

Compliance Verification Responsibility: Identifies the department of the City or other State agency responsible for verifying compliance with the mitigation. In some cases, verification will include contact with responsible state and federal agencies.

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

**TABLE 5.0-1
FINAL MITIGATION MONITORING AND REPORTING PROGRAM**

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
<p>MM 4.4.2</p>	<p>Future developers shall develop a construction management plan for review and approval by the City of Pittsburg Engineering Division. The plan shall include at least the following items:</p> <ul style="list-style-type: none"> • Development of a construction truck route that would appear on all construction plans to limit truck and auto traffic on nearby residential streets. • Comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hour traffic hours and peak activity of the BART station, detour signs if required, lane closure procedures, sidewalk closure procedures, cones for drivers, and designated construction access routes. • Identification of alternative parking supplies for existing BART patrons and construction workers when existing parking facilities are unavailable. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur. • Location of construction staging areas for materials, equipment, and vehicles. • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety, and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the developer. Where identified haul roads would include Contra Costa County roads, the plan shall be submitted to the Contra Costa County Department of Public Works for review. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager. 	<p><i>City of Pittsburg Engineering Division</i></p>	<p><i>Mitigation to occur prior to and during construction. Plan shall be submitted prior to issuance of grading permit.</i></p>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
MM 4.4.4	The City of Pittsburg shall complete the planned bicycle network along Bailey Road from West Leland to Willow Pass Road, along West Leland to San Marco Boulevard and along San Marco Boulevard from Rio Verde Circle to West Leland Road prior to issuance of certificates of occupancy for the final phase of development.	<i>City of Pittsburg Development Services Department</i>	<i>Payment of future development projects' fair share shall be made on a pro rata basis concurrent with the issuance of building permits.</i>	
MM 4.4.5a	The City of Pittsburg shall cooperate with Caltrans to develop a program to fund and implement improvements that could include: <ul style="list-style-type: none"> • construction of additional turn lanes so as to improve operations at the San Marco Boulevard/SR 4 Eastbound Ramps intersection; • the conversion of the center eastbound left-turn lane to a left-right shared lane at the intersection of Willow Pass Road and Eastbound SR 4; <p>Future development projects in the Master Plan Area shall contribute their fair share of transportation-related fees to these future improvements.</p>	<i>Caltrans and City of Pittsburg Development Services Department</i>	<i>Payment of future development projects' fair share shall be made on a pro rata basis concurrently with the approval of any building permits or in accordance with any future agreements between Caltrans and the City.</i>	
MM 4.4.5b	Future development projects in the Master Plan Area shall contribute their fair share of transportation-related fees to implement improvements that would improve intersection operations at the San Marco Boulevard/West Leland Road intersection, including: <ul style="list-style-type: none"> • Westbound: Modify north leg of intersection to provide a third receiving lane to permit free westbound right-turn movement. • Northbound: Modify to provide one left-turn lane, two through lanes, and a right-turn only lane. <p>These improvements may require traffic signal modifications.</p>	<i>City of Pittsburg Development Services Department</i>	<i>Payment of future development projects' fair share shall be made a pro rata basis concurrent with the issuance of any building permits.</i>	
MM 4.4.5c	As part of development of the BART parcels, the City of Pittsburg shall ensure that construction of the northbound approach of the West Leland Road/Oak Hills Drive/D Street intersection provides a left-turn and a through-right shared lane and modification of the traffic signal to provide protected north-south left-turn movements. Future development projects in the Master Plan Area shall contribute their fair share of transportation-related fees to implement intersection improvements.	<i>City of Pittsburg Development Services Department in consultation with BART</i>	<i>Payment of future development projects' fair share shall be made on a pro rata basis concurrent with issuance of building permits on BART - owned properties.</i>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
MM 4.4.5d	<p>The City of Pittsburg shall cooperate with Contra Costa County to develop a program to fund and implement improvements that would result in acceptable intersection operations at the Bailey Road/Willow Pass Road intersection. Future development projects in the Master Plan Area shall contribute their fair share of transportation-related fees to these improvements.</p>	<p><i>Contra Costa County Public Works Department and City of Pittsburg Development Services Department</i></p>	<p><i>Payment of future development projects' fair share shall be made on a pro rata basis concurrent with issuance of building permits or in accordance with any future agreements between the County and the City.</i></p>	
MM 4.4.5e	<p>Future development projects in the Master Plan Area shall contribute their fair share of transportation-related fees to implement the following improvements that would improve operations at Bailey Road/West Leland Road intersection:</p> <ul style="list-style-type: none"> • Restripe the northbound approach to provide dual left-turn lanes. • Widen the eastbound approach to add a second left-turn lanes and one right-turn lane <p>These improvements are consistent with the City of Pittsburg's Five Year Capital Improvement Program 2011-2012 through 2016-2017). These improvements may require traffic signal modifications.</p>	<p><i>City of Pittsburg Development Services Department</i></p>	<p><i>Payment of future development projects' fair share shall be made on a pro rata basis concurrent with issuance of any building permits.</i></p>	
MM 4.4.5f	<p>The City of Pittsburg shall cooperate with City of Concord to amend the Bailey Road Traffic Mitigation Measure Inter-Agency Funding Agreement to include the proposed developments included in the Pittsburg/Bay Point BART Master Plan. Future development projects in the Master Plan Area shall contribute their fair share of transportation-related fees to implement the identified improvements.</p>	<p><i>City of Pittsburg Development Services Department and City of Concord</i></p>	<p><i>Payment of future development projects' fair share shall be made on a pro rata basis concurrent with issuance of building permits or in accordance with any future agreements between the the City of Concord and Pittsburg.</i></p>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
MM 4.5.1	<p>All future development in the Master Plan Area shall conform to the following noise requirements:</p> <ul style="list-style-type: none"> a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 8:00 AM and 5:00 PM on weekdays, or as approved by the City Engineer. Construction activities shall be prohibited on federal holidays. b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and shrouds, in accordance with manufacturers' recommendations. In the absence of manufacturers' recommendations, the Director of Public Works may prescribe such means of achieving maximum noise attenuation. c. Construction equipment staging areas shall be located at the furthest distance possible from nearby noise-sensitive land uses. d. All motorized construction equipment and vehicles shall be turned off when not in use. 	<i>City of Pittsburg Development Services Department</i>	<i>Prior to and during construction</i>	
MM 4.5.3a	<p>Prior to construction of any parking garages, BART or their assigned agent or developer shall undertake one of the two options:</p> <ul style="list-style-type: none"> a. Provide increased noise shielding for planned adjacent residential land uses. The proposed multi-story parking garages shall be designed and constructed so that the façades of the parking structure facing nearby noise-sensitive land uses are of solid construction, sufficient to shield line-of-sight between interior parking areas and outdoor activity areas of the adjacent planned residential land uses. To effectively reduce sound transmission, the material chosen must be rigid and sufficiently dense (at least 4 lbs/square foot [20 kilograms/square meter]). Furthermore, planned residential land uses located within 75 feet of the bus transit center and proposed parking garages shall be designed and constructed so that exterior activity areas (e.g., courtyards, patios, private areas) are shielded from direct line-of-sight of the bus transit center and proposed parking garages. <p align="center">-OR-</p> <ul style="list-style-type: none"> b. An acoustical analysis shall be prepared for each of the proposed parking structures once more detailed design-related 	<i>City of Pittsburg Development Services Department</i>	<i>Prior to approval or issuance of any grading or construction permits for the parking garages</i>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	information for the proposed parking structure and/or adjacent planned residential land uses becomes available. The acoustical analysis shall identify noise control devices (e.g., barriers, acoustical vents and screens), to ensure that predicted noise levels at the adjacent planned residential land uses would not exceed acceptable levels.			
MM 4.5.3b	All loading and unloading activities for proposed on-site commercial and retail land uses, including waste collection activities, shall be limited to between the hours of 7:00 AM and 10:00 PM.	<i>City of Pittsburg Development Services Department</i>	<i>As a Condition of Approval for any building or development permits</i>	
MM 4.5.3c	All proposed residential land uses shall comply with California Code of Regulations Title 24 noise standards for allowable interior noise levels (California Building Code, 1998 edition, Volume 1, Appendix Chapter 12, Section 1208A). An acoustical study shall be prepared by a qualified professional demonstrating compliance with applicable interior noise standard of 45 dBA CNEL in habitable rooms.	<i>City of Pittsburg Development Services Department</i>	<i>Noise study must be completed and approved by the Planning Division prior to issuance of entitlements for a development project.</i>	
MM 4.5.3d	All proposed commercial, retail, flex, and residential land uses shall be equipped with fresh air supply systems or air conditioning systems to allow windows to remain closed during inclement weather conditions.	<i>City of Pittsburg Development Services Department</i>	<i>As a Condition of Approval for any building or development permits.</i>	
MM 4.5.5	Impact pile-driving equipment used within 160 feet of nearby structures shall be substituted with equipment or procedures that would generate lower levels of groundborne vibration, to the extent that geological conditions would permit their use. For instance, in comparison to impact pile drivers, drilled piles or the use of a sonic or vibratory pile drivers are preferred alternatives. In the event that the use of impact pile drivers is required due to geological conditions, groundborne vibration monitoring shall be conducted for impact pile driving that occurs within 160 feet of existing structures. Pile-driving activities shall be suspended if measured groundborne vibration levels approach within 0.1 in/sec ppv of commonly applied threshold of 0.5 in/sec ppv for structural damage. In such instances, additional attenuation measures or changes in pile-driving techniques shall be implemented, prior to recommencing pile-	<i>City of Pittsburg Development Services Department</i>	<i>As a Condition of Approval for any building or construction permit for the parking garages.</i>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>driving activities, to reduce groundborne vibration levels. For impact pile-driving activities that occur within approximately 75 feet of existing structures, a building conditions survey shall be conducted for existing structures in order to document existing structural conditions. Any structural damage resulting from nearby impact pile-driving activities shall be repaired in a timely manner by the developer. The building conditions survey shall be conducted by a licensed professional engineer and shall include pre- and post-construction surveys. The surveys shall, at a minimum, include the following:</p> <ol style="list-style-type: none"> a. Photographic and videotape documentation of the interior and exterior condition of the building(s); b. The extent and location of existing signs of building distress such as cracks, spalling, signs of settlement, flooding, leaking, etc. 			
<p>MM 4.6.1</p>	<p>All future development in the Master Plan area shall implement BAAQMD-approved criteria air pollutant-reducing Basic Construction Mitigation Measures to the maximum extent feasible, whether or not construction-related emissions exceed applicable thresholds of significance. The developer shall use the best management practices that are in place at the time of development. Current best management practices shall include the following:</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off 	<p><i>City of Pittsburg Development Services Department</i></p>	<p><i>As a Condition of Approval for all development permits.</i></p>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. All project developers shall post a publicly visible sign with the telephone number and person to contact at the City of Pittsburg regarding dust complaints during any construction activities. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations (BAAQMD 2010).</p> <p>The above measures or any additional or modified measures listed by the Bay Area Air Quality Management District at the time of construction shall be implemented to the degree mandated by the discretion of the City at the time of issuance of any development permits.</p>			
MM 4.6.3	To the greatest extent feasible, future development proposals in the Master Plan Area shall comply with the City's adopted Green Building Design Guidelines, or any applicable City green/efficient building regulations which are in effect at the time of development.	<i>City of Pittsburg Development Services Division</i>	<i>Prior to issuance of Planning entitlements for development projects in the Master Plan Area.</i>	
MM 4.6.5a	Tiered plantings of trees such as redwood, deodar cedar, live oak, and oleander shall be installed between State Route 4 and the proposed Master Plan area in order to reduce TAC and PM exposure.	<i>City of Pittsburg Development Services Department</i>	<i>As a Condition of Approval for any project within 500 feet of State Route 4</i>	
MM 4.6.5b	As a part of future development proposals in the Master Plan Area, the project proponent(s) shall secure the services of a qualified air quality professional for the preparation of site-specific air quality modeling, as required by the Bay Area Air Quality Management District (BAAQMD). If site-specific modeling indicates that significant exposure to criteria pollutants, including toxic air contaminants, would occur, future development shall comply to the	<i>City of Pittsburg Development Services Department in consultation with the Bay Area Air Quality Management District.</i>	<i>Prior to approval of any planning entitlements for development projects in the Master Plan Area.</i>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>maximum extent feasible with mitigation measures provided by BAAQMD for the reduction of air quality impacts. These measures shall comply with the most current regulations available at the time of development and will likely include some or all of the following measures:</p> <ul style="list-style-type: none"> • Modification to the location and height of intakes to the ventilation system; • Addition of HEPA air filtration systems; • Limiting the placement of recreational use areas, such as patio areas and balconies, to interior courtyards requiring that they be shielded by the structure; • Triple-paned windows; • Central heating, ventilation, and air conditioning (HVAC) systems with high-efficiency filters, • Locating air intake systems for the HVAC systems as far away from the roadway as possible; and/or • An ongoing HVAC maintenance plan. <p>These measures shall be designed and implemented to the satisfaction of the City in consultation with BAAQMD. Site-specific modeling shall be conducted for all development within the project area that falls within a 10 in a million risk threshold, at the time of development. Currently, BAAQMD measures that risk to cover areas within 900 feet of State Route 4 at the time of the publication of the EIR. The developer shall use the most current standards and mitigations applicable at the time of the modeling are included</p>			
MM 4.6.5c	<p>All construction within the Master Plan area shall implement measures to reduce the emissions of TAC pollutants generated by heavy-duty diesel-powered equipment during construction.</p> <ol style="list-style-type: none"> a. Keep all construction equipment in proper tune in accordance with manufacturer's specifications. b. Use late model heavy-duty diesel-powered equipment during construction to the extent that it is readily available in the San Francisco Bay Area. c. Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that 	<i>City of Pittsburg Development Services Department</i>	<i>As a Condition of Approval for any grading or construction permit</i>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>it is readily available in the San Francisco Bay Area.</p> <p>d. Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at construction sites to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site).</p> <p>e. Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.</p> <p>f. Limit truck and equipment idling time to five minutes or less.</p> <p>g. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.</p>			
MM 4.7.3	<p>Prior to approval of any building permits, grading permits, or other approval that would result in ground disturbance, a geotechnical analysis shall be prepared by a registered geologist or other professional approved by the City and presented to the City for approval for each phase of project construction. The required geotechnical analysis shall include consideration of all potential soil and seismic effects, including but not limited to liquefaction, soil stability, and soil shrink/swell potential and shall include recommended actions to reduce the effects of such conditions on the proposed construction. These recommendations shall be enacted to the satisfaction of the City in order to minimize these effects.</p> <p>Because subsurface and soil conditions change only very slowly (on the order of millennia), a geotechnical analysis shall be prepared and submitted to the Engineering Division for approval for all proposed development proposed under the Master Plan.</p>	<p><i>City of Pittsburg Development Services Department</i></p>	<p><i>Prior to approval of any grading permit, building permit, or other approval that would result in ground disturbance for each phase of project construction</i></p>	
MM 4.9.1	<p>Prior to approval of any ground disturbing permits, project proponents within the Master Plan Area shall secure the services of a qualified biologist to prepare a Planning Survey Report (PSR) consistent with the requirements of the East Contra Costa County HCP/NCCP, along with any related supporting studies. For any special status species or habitat identified by the PSR, avoidance and minimization measures provided by the HCP/NCCP shall be</p>	<p><i>City of Pittsburg Development Services Department in consultation with the East Contra Costa County HCP/NCCP.</i></p>	<p><i>Studies shall be prepared prior to approval of any ground disturbing permits (development, grading, etc.). Avoidance and minimization measures indicated by the PSR shall</i></p>	

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	implemented during both construction and operation of the project. Separate PSRs shall be prepared for each property within the Master Plan Area prior to the time of ground disturbance for that property in the Master Plan Area.		<i>be made a Condition of Approval for those permits.</i>	
MM 4.9.4	Prior to any disturbance within 150 feet of the on-site detention basin, a qualified biologist shall make a determination as to the jurisdictional status of the detention basin, including but not limited to a verified wetland delineation and direct consultation with the U.S. Army Corps of Engineers (USACE). If the detention basin is determined to be a jurisdictional water or wetland, then all required permits shall be secured from USACE and all avoidance and minimization measures required by the U.S. Army Corps of Engineers shall be undertaken.	<i>City of Pittsburg Development Services Department</i>	<i>Prior to approval of any grading permit or other ground disturbance within 150 feet of the on-site detention basin</i>	
MM 4.10.2	Landscaping and building placement along the northern boundary of the project site shall consider viewpoints from State Route 4 to the north. To the maximum extent feasible, buildings throughout the site shall be broken up to allow for retention of viewsheds to the hills, and landscaping shall be staggered so that it does not block those views. Landscaping along the northern boundary of the Master Plan area shall be maintained and kept in good condition throughout the use of the property.	<i>City of Pittsburg Development Services Department</i>	<i>Prior to issuance of Planning entitlements for development projects in the Master Plan Area.</i>	