

Date of Mailing: February 10, 2012

Revised Notice of Preparation

To: Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 212
Sacramento, CA 95814

From: City of Pittsburg
Development Services Department
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
Attn.: Leigha Schmidt, Associate Planner

Responsible and Trustee Agencies,
Utility Providers, Organizations,
Neighboring Property Owners/Occupants,
and Interested Parties

Subject: Revised Notice of Preparation of an Environmental Impact Report

The City of Pittsburg (City) will be the lead agency and will prepare an environmental impact report (EIR) for the proposed James Donlon Boulevard Extension Project (project). This Notice of Preparation (NOP) has been sent pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines to announce the initiation of the EIR process and to solicit comments from responsible and trustee agencies, utility providers, organizations, neighboring property owners, and interested parties concerning the scope of issues to be addressed in the EIR. Refer to the Probable Environmental Effects listed below to determine whether your concerns have already been identified. Please focus your comments on the project's potential environmental impacts and recommendations for methods of avoiding, reducing or otherwise mitigating those impacts. If you are a governmental agency with discretionary authority over initial or subsequent aspects of this project, describe that authority and provide comments regarding potential environmental effects that are germane to your agency's area of responsibility. **Please note that the City provided a previous NOP on October 23, 2007. Since that time the Project Description has been revised and, therefore, the City is providing a Revised NOP.**

Project Title: James Donlon Boulevard Extension Project

Project Location: The proposed project would be a public right-of-way constructed through two privately-owned properties (APNs 089-050-056 and 089-020-011). These two properties are proposed for annexation to the City as part of the roadway extension project. In addition, slope easements or roadway widening along Kirker Pass Road may affect five additional properties (APNs 089-050-055, 075-060-007, 089-020-009, 089-020-014 and 089-020-015). Six of the seven parcels comprising the project area are located within unincorporated Contra Costa County, near the western limits of the City of Antioch and the southern limits of City of Pittsburg. Parcel No. 089-050-055 is city-owned and is already within located within city limits. Refer to Figure 1 (Regional Location Map) and Figure 2 (Local Vicinity Map) for a depiction of the project area.

Project Description: The City of Pittsburg (City) proposes the construction of a 1.71-mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision (Sky Ranch

*Development Services Department
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
Phone: (925) 252-4920*

II) to Kirker Pass Road. The proposed project would provide a limited access arterial roadway to serve regional circulation needs and relieve existing traffic congestion on Buchanan Road, which currently receives a high volume of commute traffic between the City of Antioch and Concord. The extension of James Donlon Boulevard would provide an alternative access route that would link the eastern portion of Contra Costa County (e.g., the cities of Brentwood, Antioch and Pittsburg) to the central portion of Contra Costa County (e.g. the cities of Concord and Walnut Creek). In addition to the extension of James Donlon Boulevard, the City proposes to upgrade Kirker Pass Road from Nortonville Road to the City limit line (approximately 0.63 mile) from a four-lane rural road to a four-lane urban road. A northbound to eastbound free right-turn from Kirker Pass Road to the extension of James Donlon Boulevard is also proposed.

The project site is currently located within unincorporated Contra Costa County (County). To facilitate construction of the roadway extension, the City proposes to annex two privately-owned properties through which the roadway would cross totaling approximately 475 acres. A General Plan Amendment and Rezoning to designate the properties Open Space are also proposed. In addition, the City proposes to annex the Kirker Pass Road right-of-way from Nortonville Road to the City limit line and, thus, that portion of Kirker Pass Road would become a City-maintained right-of-way.

Probable Environmental Effects: The purpose of the EIR is to provide full disclosure, in advance, of the potential environmental impacts that would result from implementation of the proposed project. The EIR will analyze the extent to which the project design and alternatives would result in significant environmental impacts and will identify appropriate project modifications or mitigation measures to reduce or eliminate these impacts. Issues that will be examined include the following:

- Aesthetics – Impacts on scenic vistas, scenic resources and visual quality. Creation of new sources of light and glare
- Agriculture Resources – Impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act contract.
- Air Quality – Short-term construction and long-term-operational impacts to air quality. Global climate change impacts.
- Biological Resources – Impacts on candidate, sensitive or special-status species, riparian habitat or other sensitive natural community, federally protected wetlands, or wildlife movement. Conformance with the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan.
- Cultural Resources – Impacts on historic, archaeological and/or paleontological resources.
- Geology and Soils – Impacts resulting from seismic ground shaking, landslides and expansive soils, development on unstable soils and fill, and soil erosion and loss of topsoil from grading and earthwork.
- Hazards and Hazardous Materials – Impacts resulting from transportation of hazardous materials and wildland fire risks.
- Hydrology and Water Quality – Impacts from stormwater runoff and erosion during construction and changes in drainage patterns. Impacts on surface water quality.
- Land Use and Planning – Consistency with General Plan policies.
- Noise – Short-term construction and long-term operational noise and vibration impacts.
- Population and Housing – Inducement of new population growth.
- Transportation/Traffic – Impacts from short-term construction activities and cumulative traffic.

Creation of inadequate parking and emergency access.

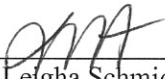
- Utilities and Service Systems – Impacts on water supply.

Scoping: The City invites written comments on the scope of the EIR and alternatives that should be considered. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, **but no later than 30 days after receipt of this notice**. Written comments should be sent to Leigha Schmidt, Associate Planner, at the mailing address above by **5:00 p.m. on March 12, 2012**.

Comments should focus on identifying specific environmental impacts to be evaluated during the EIR process and suggesting project modifications or alternatives that would be less environmentally damaging while achieving similar project objectives. Scoping comments should focus on issues and alternatives to be studied, not on expressing a preference for a particular alternative.

If you wish to be placed on a mailing list to receive further information as the project progresses, please contact Leigha Schmidt at (925) 252-4015, L.Schmidt@ci.pittsburg.ca.us or the mailing address above.

Date: February 10, 2012

Signature: 

Title: Leigha Schmidt, Associate Planner

Reference: California Code of Regulations, Title 14, (State CEQA Guidelines) Sections 15082(A), 15103, 15375



LEAD AGENCY:
CITY OF PITTSBURG
Civic Center, 65 Civic Avenue
Pittsburg, CA 94565
Telephone: (925) 252-4920 • FAX: (925) 252-4814

CEQA INITIAL STUDY CHECKLIST

1. **Project title:** James Donlon Boulevard Extension
2. **Contact person and phone number:** Leigha Schmidt, Associate Planner
City of Pittsburg – Planning Division
(925) 252-4015
LSchmidt@ci.pittsburg.ca.us
3. **Project location:** The proposed project would be a public right-of-way constructed through two privately-owned properties (APNs 089-050-056 and 089-020-011). These two properties are proposed for annexation to the City as part of the roadway extension project. In addition, slope easements or roadway widening along Kirker Pass Road may affect five additional properties (APNs 089-050-055, 075-060-007, 089-020-009, 089-020-014 and 089-020-015). Six of the seven parcels comprising the project area are located within unincorporated Contra Costa County, near the western limits of the City of Antioch and the southern limits of the City of Pittsburg. Parcel No. 089-050-055 is city-owned and is already located within city limits. Figure 1 (Regional Map) shows the subject property's regional location in the County. Figure 2 (Vicinity Map) shows the immediate project area.
4. **Project sponsor's name and address:** City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
5. **General plan designations:** The subject properties have a County General Plan Designation of Agricultural Lands and a City General Plan designation of Open Space, Utility Right-of-Way, and Hillside Low Density Residential.
6. **Zoning:** The subject properties are zoned A-4 (Agricultural Preserve) by the County. The properties were pre-zoned OS (Open Space) and HPD (Hillside Planned District) by the City.
7. **Description of project:**

Please note that the City provided a previous Initial Study (IS) on October 23, 2007. Since that time the Project Description has been revised and, therefore, the City is providing a Revised IS.

The City of Pittsburg (City) proposes the construction of a 1.71-mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision (Sky Ranch II) to Kirker Pass Road (Refer to Figures 1 and 2). The proposed project would provide a limited access arterial roadway to serve regional circulation needs and relieve

CEQA Initial Study Checklist
James Donlon Boulevard Extension Project
February 2012

existing traffic congestion on Buchanan Road, which currently receives a high volume of commute traffic between the City of Antioch and Concord. The extension of James Donlon Boulevard would provide an alternative access route that would link the eastern portion of Contra Costa County (e.g., the cities of Brentwood, Antioch and Pittsburg) to the central portion of Contra Costa County (e.g. the cities of Concord and Walnut Creek). In addition to the extension of James Donlon Boulevard, the City proposes to upgrade Kirker Pass Road from Nortonville Road to the City limit line (approximately 0.63 mile) from a four-lane rural road to a four-lane urban road. A northbound to eastbound free right-turn from Kirker Pass Road to the extension of James Donlon Boulevard is also proposed.

The project site is currently located within unincorporated Contra Costa County (County). To facilitate construction of the roadway extension, the City proposes to annex two privately-owned properties through which the roadway would cross totaling approximately 475 acres. A General Plan Amendment and Rezoning to designate the properties Open Space are also proposed. In addition, the City proposes to annex the Kirker Pass Road right-of-way from Nortonville Road to the City limit line and, thus, that portion of Kirker Pass Road would become a City-maintained right-of-way. Approximately 70 acres of right-of-way and slope easements through portions of the two-privately owned properties would be required for project implementation.

The portion of the proposed project constructed to a four-lane configuration, at the Kirker Pass Road intersection, would be designed to urban road standards with medians, curbs, gutters, sidewalks and streetlights. The two-lane portion of the proposed Project would be designed to rural road standards. Kirker Pass Road from Nortonville Road to the City limit line would be upgraded from rural road standards to urban road standards. Finally, the profile of Kirker Pass Road would be raised to provide acceptable grades at the intersection with James Donlon Boulevard (refer to Figures 3, 4, and 5, Project Alignments).

The intersection configuration at Kirker Pass Road and James Donlon Boulevard would maintain the existing alignment of Kirker Pass Road and create a four-way signalized intersection with proposed Montreux Drive as the eastbound approach, proposed James Donlon Boulevard as the westbound approach and Kirker Pass Road as the northbound/southbound approaches.

There are several Pacific Gas & Electric (PG&E) transmission lines that traverse the project area. It would be necessary to relocate several of the transmission towers in order to implement the proposed project. In addition, Kinder Morgan has a ten-inch, high-pressure, natural gas pipeline within the project area that may require lowering in certain locations.

Grading and excavation for the proposed project would require substantial cut and fill due to the steep terrain within the project area. Grading activities may require the export of native soils and the import of engineered fill material. Approximately 2,878,000 cubic yards of grading would be required for the roadway. Additionally, landslides have been

identified within the project area and would require remediation prior to the start of construction activities. Where landslide deposits are found to underlie fill, these areas would be overexcavated and replaced as engineered-fill. In addition, the project would

utilize a buttressing technique to support slopes at a 2:1 gradient. This technique would minimize the grading required in several cut slopes within the project area.

The proposed project would include culverts and bridges, as necessary, in order to cross several existing stream and drainage features, including Kirker Creek. Culverts would be sized to facilitate 100-year storm events. The proposed culverts and bridges would require construction within these drainage features. Additional culverts of various sizes would also be provided to accommodate wildlife movement and cattle ranch operations crossing James Donlon Boulevard. In addition, the wildlife movement corridors would be located in accordance with the Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) requirements and designed for the type of species that would utilize the corridor. As part of the project's water quality Best Management Practices, stormwater detention and treatment facilities would be provided at locations along the James Donlon Boulevard extension. Storm drainage networks would be configured to discharge toward logical stream and drainage crossings to maintain existing drainage patterns and minimize erosion potential. In accordance with the Contra Costa Clean Water Program, bio-retention facilities would be designed and implemented to address stormwater quality from the additional impervious surface area that would result from the proposed project.

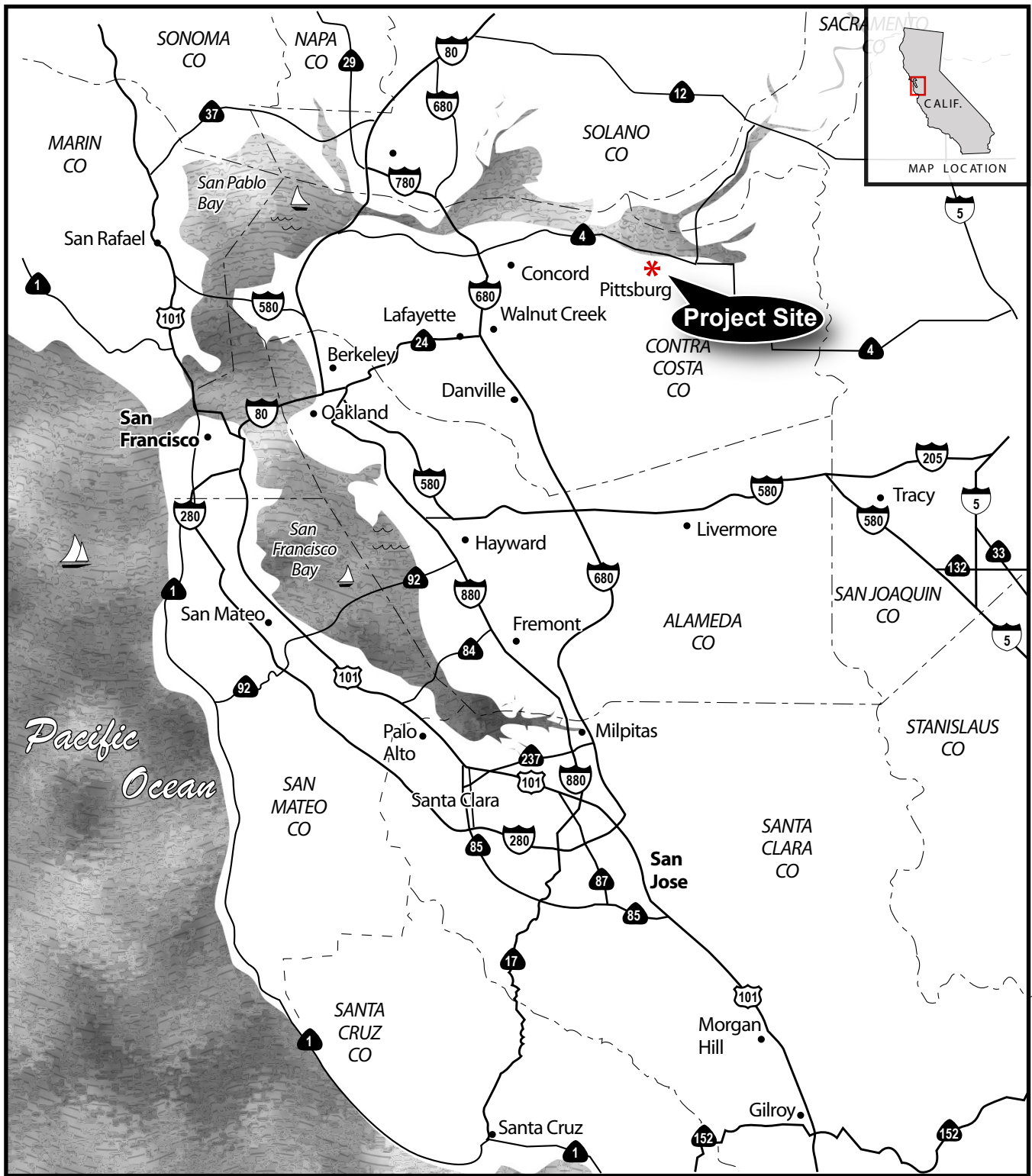
Landscaping, consistent with City-approved landscaping themes, would be provided for the proposed medians using native drought-tolerant species and ornamental vegetation. In addition, areas outside the roadway would be revegetated using a native seed mixture.

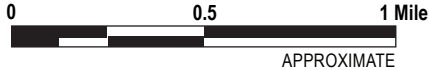
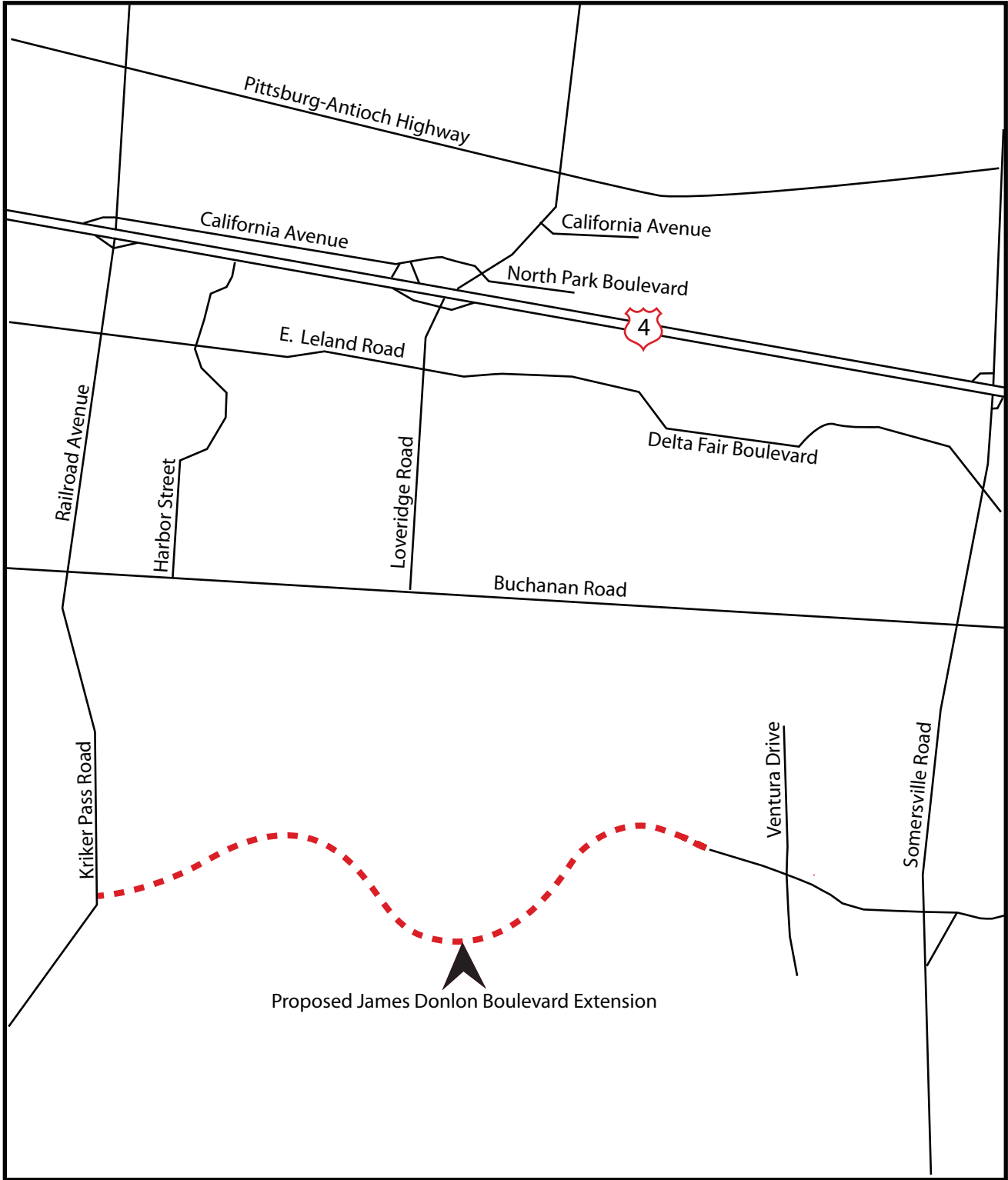
8. Surrounding land uses and setting:

There are a variety of land uses surrounding the project area. Bordering the properties to the north are single-family residential units. The approved Sky Ranch II Subdivision is located east of the proposed project area. Property to the west of the project area, across Kirker Pass Road, is undeveloped; however, the City is currently processing an application to subdivide the approximately 148-acre site into single-family residential lots, known as the Montreux Subdivision. Property to the south of the project area is undeveloped agricultural land and open space.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

U.S. Fish and Wildlife Service, Army Corps of Engineers, California Department of Fish and Game, California Department of Transportation, Contra Costa County Local Agency Formation Commission, San Francisco Bay Regional Water Quality Control Board, Contra Costa Flood Control and Water Conservation District, East Contra Costa County Habitat Conservancy, Pacific Gas and Electric, and Kinder Morgan Energy Partners.



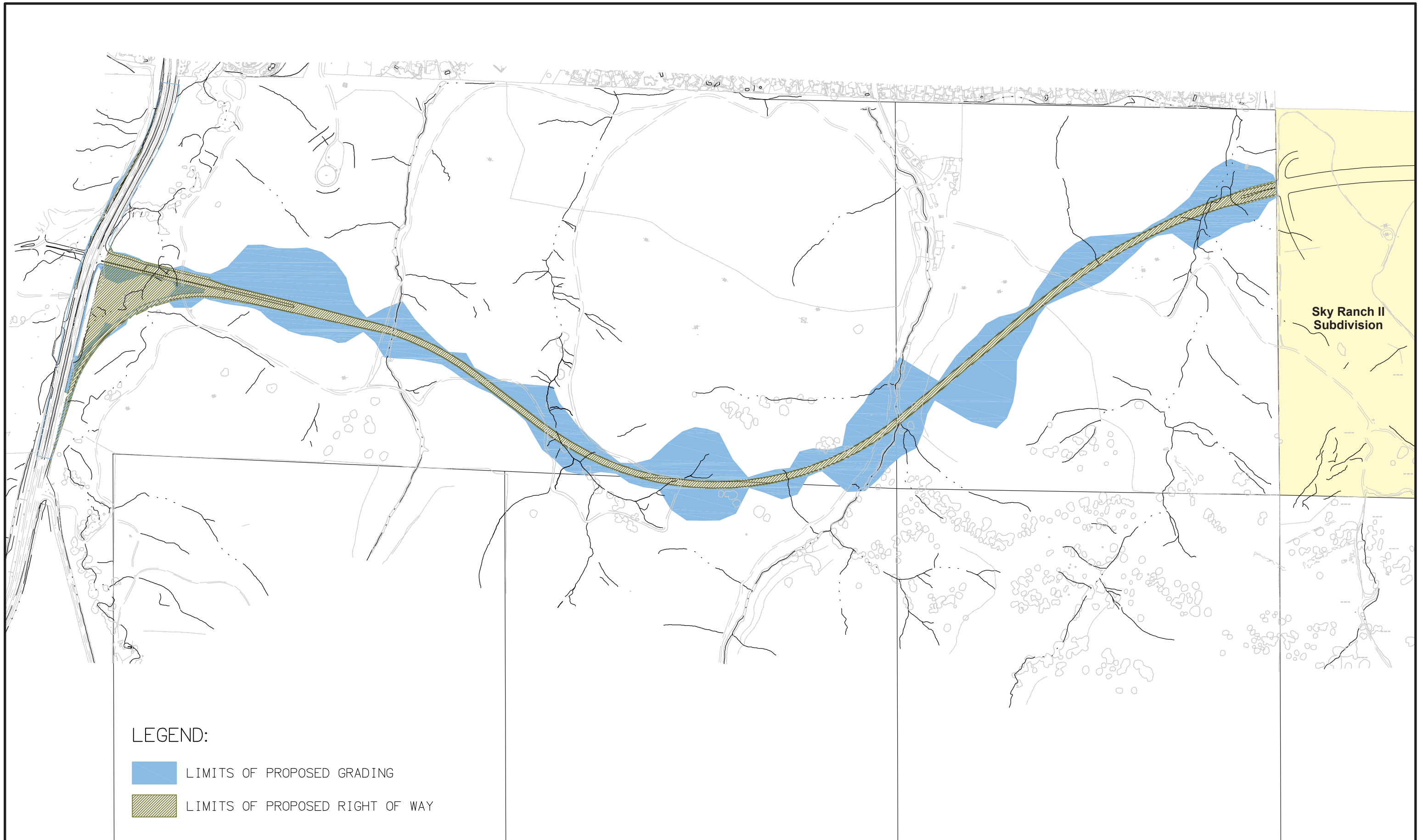


07/02/07 JN 35-100129

JAMES DONLON BOULEVARD EXTENSION INITIAL STUDY

Vicinity Map

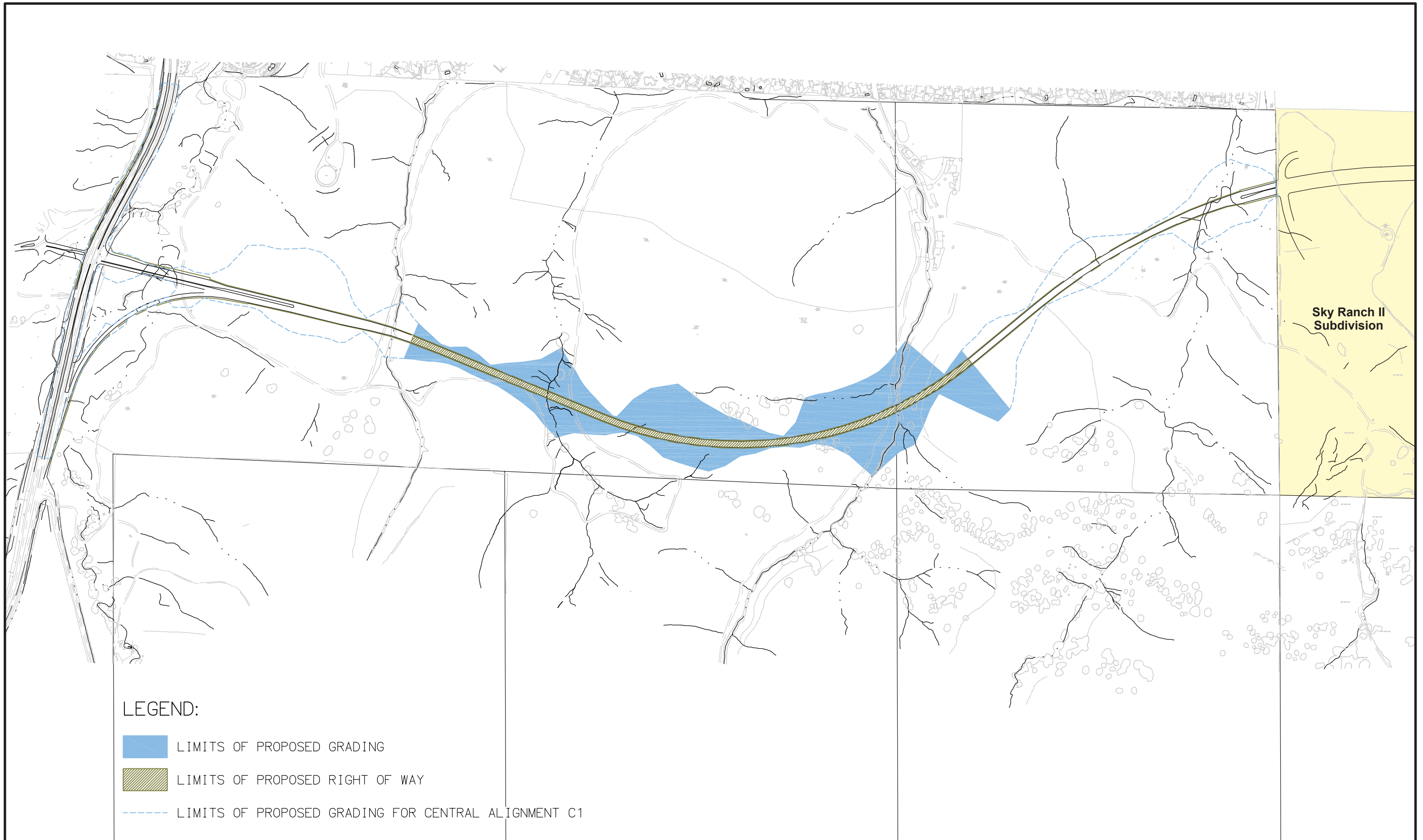
Figure 2



LEGEND:

- LIMITS OF PROPOSED GRADING
- LIMITS OF PROPOSED RIGHT OF WAY

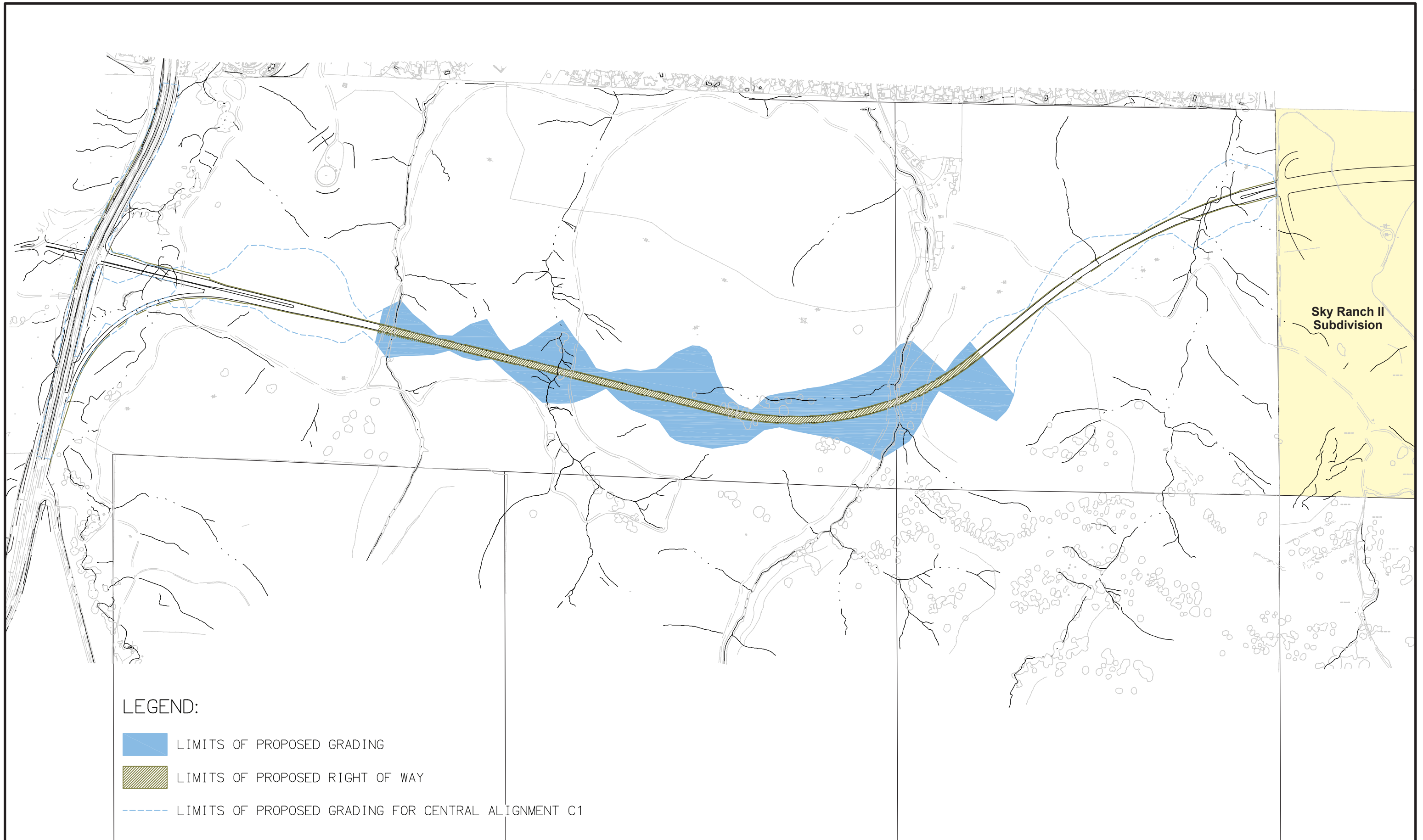
Source: RBF Consulting (2012)



LEGEND:

- LIMITS OF PROPOSED GRADING
- LIMITS OF PROPOSED RIGHT OF WAY
- LIMITS OF PROPOSED GRADING FOR CENTRAL ALIGNMENT C1

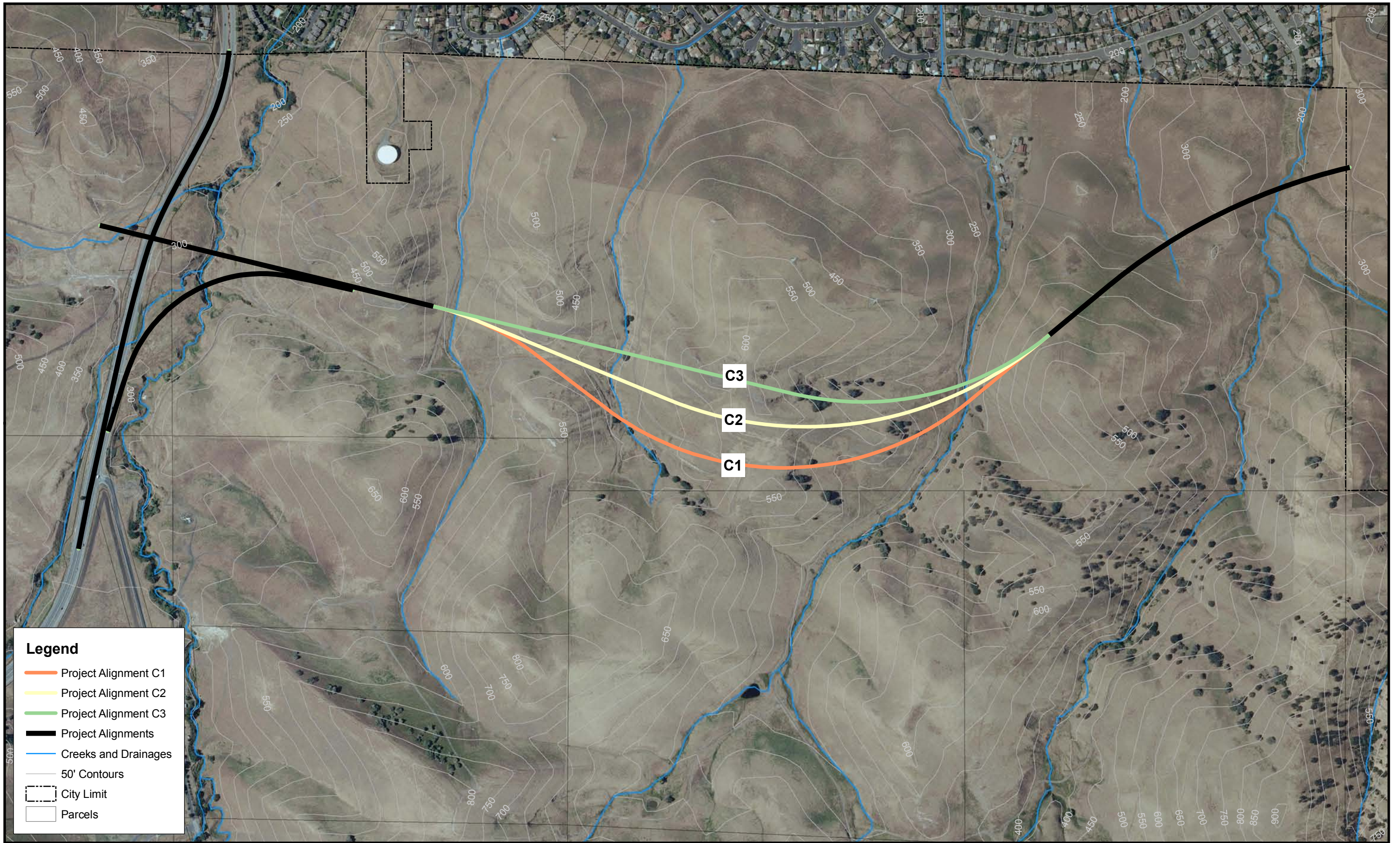
Source: RBF Consulting (2012)



LEGEND:

- LIMITS OF PROPOSED GRADING
- LIMITS OF PROPOSED RIGHT OF WAY
- LIMITS OF PROPOSED GRADING FOR CENTRAL ALIGNMENT C1

Source: RBF Consulting (2012)



Legend

- Project Alignment C1
- Project Alignment C2
- Project Alignment C3
- Project Alignments
- Creeks and Drainages
- 50' Contours
- City Limit
- Parcels

Source: Contra Costa County GIS (Parcels, Contours, City Limits, Creeks); RBF Consulting; NAIP 2010 (Aerial Imagery).

RBF CONSULTING

0 600'
APPROXIMATE

2/3/12 JN 35-100129-18135 MAS

JAMES DONLON BOULEVARD EXTENSION INITIAL STUDY
Project Alignments - All Alternatives

Figure 6

CEQA Initial Study Checklist
 James Donlon Boulevard Extension Project
 February 2012

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Check marks are indicated by the following symbol:

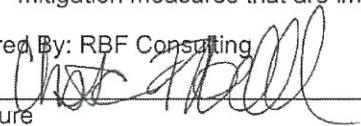
- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input checked="" type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: RBF Consulting

Signature

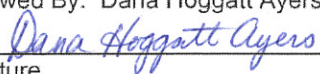


Date

2/6/2012

Reviewed By: Dana Hoggatt Ayers, Planning Manager

Signature



Date

2/6/2012

INTRODUCTION:

The City provided a previous Initial Study (IS) on October 23, 2007 indicating that an Environmental Impact Report (EIR) would be prepared for this proposed project. Since that time, regulatory changes have occurred, such as changes to the State *CEQA Guidelines*. In addition, project refinements have resulted in a change to the project description. Therefore, the City is providing this revised IS, which reflects the changes to both the project description and the State *CEQA Guidelines*. This IS has been revised from the October 2007 IS in order to identify potentially significant impacts to the environment resulting from the implementation of the proposed roadway extension, which would be a limited east-west arterial roadway in the undeveloped hills south of the City. Implementation of the proposed project would result in the construction of approximately 1.71 miles of roadway that would extend from the western edge of the Sky Ranch II Subdivision to Kirker Pass Road. The four-lane portion of James Donlon Boulevard at the Kriker Pass Road intersection would be designed to urban road standards, while the two-lane portion of James Donlon Boulevard would be designed to rural road standards. In addition to the extension of James Donlon Boulevard, the City proposes to upgrade Kirker Pass Road from Nortonville Road north to the City limit line (approximately 0.63 mile) from a four-lane rural road to a four-lane urban road. The City has determined that an Environmental Impact Report (EIR) will be prepared for the proposed project, based upon the information presented in this IS, because the proposed project may have one or more significant impacts.

EVALUATION OF ENVIRONMENTAL IMPACTS:

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------|--|------------------------------------|--------------|
|--------------------------------------|--|------------------------------------|--------------|

I. AESTHETICS -- Would the project:

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The project area is not identified as a scenic vista in the Contra Costa County General Plan or City General Plan. A scenic ridgeway is identified in the County's General Plan and located south of the proposed project. The construction of the proposed project would include streetlights and hillside grading that could be visible from the public right-of-way (e.g., Kirker Pass Road). The visual impact of the proposed project from the surrounding viewshed will be examined in the EIR.

CEQA Initial Study Checklist
 James Donlon Boulevard Extension Project
 February 2012

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---|---|---|--------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The Contra Costa County General Plan has designated portions of Kirker Pass Road and Nortonville Road as scenic routes. State Route (SR) 4 from the County line east to the intersection with Railroad Avenue in Pittsburg is an Eligible State Scenic Highway and is located approximately 5.5 miles east of the proposed project; however it is not officially designated as such. Contra Costa County has one Officially Designated State Scenic Highway, which is SR-24/Interstate 680 which extends from the east portal of the Caldecott Tunnel to the Alameda County line; however, this route is located 11.5 miles southwest and is blocked from view by existing topography. A scenic route is a road, street, or freeway that traverses a scenic corridor of relatively high visual or cultural value. It consists of both the scenic corridor and the public right-of-way. A scenic corridor consists of much of the adjacent area that can be seen from the road. Given that the proposed project would connect at Kirker Pass Road, a County designated scenic route, the project could affect scenic resources, and this potential impact will be examined in the EIR.

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project would cross several currently undeveloped hills and ridges, and the project's streetlights and hillside grading could be visible from existing developed areas in the cities of Pittsburg and Antioch. The proposed project may affect the existing visual character or quality of the project area and, therefore, potential visual impacts will be examined in the EIR.

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The project could be visible from existing developed areas, the scenic ridgeway identified in the County General Plan, and the Black Diamond Mines Regional Preserve. Traffic utilizing

| | | | |
|---|---|---|----------------------|
| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|----------------------|

the proposed roadway would create nighttime headlight and daytime reflective glare. In addition, the proposed project would include streetlights that have the potential to result in light or glare impacts. The EIR will examine the potential of the project to introduce new sources of substantial light and glare in the project vicinity.

II. AGRICULTURE AND FORESTRY

RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

According to the 2010 Farmland Mapping and Monitoring Program (FMMP), APN 089-050-

CEQA Initial Study Checklist
 James Donlon Boulevard Extension Project
 February 2012

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------|--|------------------------------------|--------------|
|--------------------------------------|--|------------------------------------|--------------|

056 is considered non-prime farmland. The project area is not identified on the 2010 FMMP maps as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. A portion of the property, the northeast corner, is potentially Farmland of Local Importance. The remaining project area is considered grazing land. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be converted to non-agricultural use by the proposed project. There would be no impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Discussion:

The current Contra Costa County zoning designation of the parcels through which the proposed project would transit is A-4 (Agricultural Preserve). The subject properties are occupied by an existing ranching operation that has been in business for over 100 years. A portion of the northeast corner of the project area is potentially Farmland of Local Importance. The remaining project area is considered grazing land.

Much of the proposed project would go through lands that are under Williamson Act contracts, and which are designated Non-Prime Enrolled Agricultural Land. Non-Prime Land is defined as Open Space Land of Statewide Significance under the California Open Space Subvention Act. Most Non-Prime Land is in agricultural uses such as grazing or non-irrigated crops. However, Non-Prime Land may also include other open space uses that are compatible with agriculture and consistent with local general plans.

Although the proposed project would cross lands that are zoned for agricultural use and under Williamson Act contracts, it would not ultimately result in a conflict. Culverts of various sizes would be provided to accommodate cattle ranch operations requiring access to ranchland south of the proposed James Donlon Boulevard. Ongoing use of the land for agricultural activities would not change, nor would the Williamson Act contracts be terminated. Nevertheless, this potential impact will be evaluated in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by

CEQA Initial Study Checklist
 James Donlon Boulevard Extension Project
 February 2012

| | | | |
|---|---|---|----------------------|
| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|----------------------|

Government Code section 51104(g)?

Discussion:

The project site and immediate surrounding properties do not contain any forest land. The proposed project would not conflict with existing zoning and would not cause rezoning of forest land or timberland. No impacts are expected to occur.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest land? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site and immediate surrounding properties do not contain any forest land. No impacts resulting in the loss of forest land or conversion of forest land to non-forest use are expected to occur.

| | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Implementation of the proposed Extension would convert land currently used for grazing to a non-agricultural use. In addition, the proposed project would divide an existing cattle ranch, disrupting the movement of cattle between the north and south side of the ranch; however, culverts of various sizes would be provided to accommodate cattle ranch operations requiring access to ranchland south of the proposed James Donlon Boulevard. The division of the ranch could reduce the grazing viability of the south side of the ranch, even with culverts, thereby potentially facilitating the conversion of this land to a non-agricultural use. This potential impact will be evaluated in the EIR. The proposed project does not traverse forest land; therefore, the proposed project would not change the existing environment from forest land to non-forest land.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Construction of the proposed project would create dust and vehicle exhaust emissions. Upon completion of the James Donlon Boulevard extension, exhaust emissions would be released by vehicles using the new roadway. The project area is located in the San Francisco Air Basin and the local air quality agency is the Bay Area Air Quality Management District (BAAQMD). The Bay Area is a non-attainment area under federal and state standards for ozone and suspended particulate matter less than 2.5 microns in diameter (PM_{2.5}), non-attainment status under state standards for particulate matter less than 10 microns in diameter (PM₁₀) and either attainment or unclassified for other state standards such as sulfur dioxide, carbon monoxide and nitrogen dioxide. The BAAQMD adopted its Clean Air Plan (CAP) in 2010. The EIR will examine whether the project would conflict with or obstruct implementation of the CAP.

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| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

As described above, air emissions would be created by the proposed project during construction and long-term operation of the new roadway. The proposed project is not expected to add traffic to the existing network, but rather redistribute traffic patterns, thus alleviating existing and forecasted traffic congestion on Buchanan Road. Construction impacts on air quality standards will be analyzed in the EIR. The EIR will also analyze traffic-related and area-source long-term air quality impacts.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

As previously mentioned, the San Francisco Air Basin is currently in non-attainment under federal and state standards for ozone and PM_{2.5} and non-attainment under state standards for PM₁₀. The EIR will analyze cumulative air quality impacts associated with implementation of the project.

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| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Land uses determined to be “sensitive” to air quality include hospitals, schools, convalescent and acute care facilities, residential areas, parks and recreation areas, and churches. The nearest residence is between 300 and 400 feet north of the proposed project, a residential area is approximately 425 feet north of the proposed project, and the Black Diamond Mines Regional Preserve’s northern boundary is approximately one mile south of the proposed project. Therefore, the EIR will examine whether sensitive receptors would be exposed to substantial pollutant concentrations.

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| e) Create objectionable odors affecting a substantial number of people? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The EIR will analyze the potential for objectionable odors arising from the proposed project.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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IV. BIOLOGICAL RESOURCES --

Would the project:

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| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Implementation of the proposed project may disrupt habitat for several animal and plant species that are afforded special-status protection by the state and federal governments. Depending on the species, habitat for hunting and foraging, migration routes, and nesting could be disrupted. Suitable habitat for the following special status species either exists or may exist within the project area: California red-legged frog, California tiger salamander, Alameda whipsnake, white-tailed kite, golden eagle, western burrowing owl, loggerhead shrike, California horned lark, and San Joaquin kit fox. In addition, special-status plants may exist within or near the roadway alignment. The EIR will analyze the proposed project's potential impacts on special-status plant and animal species and habitat.

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| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Seasonal wetland habitats and other waters of the United States and/or State are present within the project area, particularly within the Kirker Creek riparian zone. Riparian vegetation along Kirker Creek could be impacted through the removal of vegetation, such as Fremont cottonwood, red willow, and arroyo willow trees. Potential impacts to these biological resources will be examined in the EIR.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Perennial and intermittent streams are anticipated to occur within the project area. A Biological Resources Analysis was performed in 2003 by Monk and Associates that identified several tributaries and other Waters of the U.S. and/or State that are federally protected under the Clean Water Act. These waters are also protected by the State under Fish and Game Code 1600, the Porter-Cologne Act. Development of the project area may impact these jurisdictional features. An updated biological assessment of the project site will be prepared and will confirm the presence of the previously mapped jurisdictional features and identify new waters, seasonal seeps, wetlands, and ephemeral drainages that are present within the project area. The EIR will analyze the project's potential impacts on wetlands.

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| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The majority of the proposed project would transit through non-native annual grassland. Removal of non-native grassland would reduce habitat value to common wildlife species. The proposed project would provide culverts of various sizes to accommodate wildlife movement and cattle ranch operation requiring access to the south side of the proposed James Donlon Boulevard. However, the proposed project could force common wildlife to disperse and leave the project area, could result in mortality of animal species that cannot easily leave the area, and could create new habitat for species that are typical of urban environments. Issues involving the movement of migratory fish or wildlife species will be analyzed in the project's EIR.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Both the County and City General Plans have policies encouraging the protection of biological resources. Potential conflicts with these policies will be examined in the EIR.

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| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The Final East Contra Costa County Habitat Conservation Plan (ECCCHCP) was approved by seven member agencies, including the City and County in October 2006. The ECCCHCP and Implementation Agreement were approved by the East Contra Costa County Habitat Conservancy in May 2007. In October and November 2007, the cities of Brentwood, Clayton, Oakley, and Pittsburg, and Contra Costa County approved ordinances requiring future development projects to comply with the ECCCHCP. The ordinances took effect in January 2008.

As stated by the ECCCHCP (page ES-3), "The primary goal of The ECCCHCP is to obtain authorization for take of covered species under [the Endangered Species Act and the Natural Community Conservation Planning Act] for future urban development in the cities of Clayton, Pittsburg, Brentwood, and Oakley and specific areas of unincorporated Contra Costa County in accordance with approved land use plans. Covered activities within these approved urban boundaries are broadly defined to include all ground-disturbing activities controlled by permit holders via their land use planning process. Covered activities will also include specific rural infrastructure projects outside these urban boundaries that will support urban growth..."

The proposed project is one of the specific rural infrastructure projects named as being covered under the ECCCHCP. Project conformance with the ECCCHCP will be examined in the EIR.

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V. CULTURAL RESOURCES -- Would the project:

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| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

One site, Thomas Ranch (Abrams Ranch) is eligible for the National Register of Historic Places because of its importance as a good example of early 20th century ranch buildings, illustrative of Contra Costa County's ranching history. The proposed project is not anticipated to impact this historic resource; however, impacts will be analyzed through the Area of Potential Effect (APE) delineation and Cultural Resources Survey, as well as the EIR. Undocumented historic resources might be discovered in the course of project construction. As such, the EIR will analyze potential impacts of the project on historic resources.

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| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

One pre-historic site has been recorded along the northern boundary of the general project area, although it is not within the roadway alignment itself. The proposed project would cross creek and drainage corridors, which are generally considered likely to contain archaeological resources. Thus, project construction could result in a substantial adverse change in the significance of an archeological resource. The EIR will conduct a comprehensive cultural resources assessment of the project area to determine whether the proposed project would result in significant impacts to archaeological resources. The cultural resources assessment will include a records search at the Northwest Information Center, a review of other inventories and directories, an interested party consultation, and a field study. The EIR will analyze potential impacts of the project on historic resources.

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| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Although there are no known paleontological resources within the project vicinity, project construction may disturb an undocumented resource or site or unique geologic feature. The

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cultural resources assessment prepared for the EIR will provide archival and background research and include a field survey to determine the project's potential to impact these resources.

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| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

As stated previously, one historic site and one pre-historic site have been recorded in the project area. There is the potential for construction activities to disturb previously undiscovered human remains. The EIR will address these potential impacts.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The project area is not located in an Alquist-Priolo Earthquake Fault Zone. The closest fault is the Greenville-Marsh Creek fault located approximately 3.5 miles to the southwest. A major earthquake on this fault could cause significant groundshaking within the area. In addition, other regional faults could affect the project. The EIR will address potential seismic hazards.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| ii) Strong seismic ground shaking? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:
 See response to VI.a) i, above.

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| iii) Seismic-related ground failure, including liquefaction? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:
 Soils most susceptible to liquefaction are loose, clean, uniformly graded, fine-grained sands. As bedrock units underlie the majority of the project area, the potential for liquefaction in the vicinity of the proposed roadway is low. However, the EIR will examine liquefaction potential along with other geologic hazards.

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| iv) Landslides? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:
 Numerous landslides have been identified within the vicinity of the proposed roadway alignment. Landslide remediation, as outlined in the project description, would be required to stabilize slopes adjacent to the proposed project pursuant to geotechnical recommendations. The EIR will examine potential landslide hazards and the extent of the required remediation.

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| b) Result in substantial soil erosion or the loss of topsoil? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:
 Site soils are potentially subject to moderate to high rates of erosion, and extensive grading associated with the proposed project could pose erosion risks. This potential impact will be examined in the EIR.

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| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion:

The potential for the proposed project to be located on a geologic unit or soil that is unstable and potentially result in off-site impacts will be studied in the EIR.

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| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Surface soils within the project area predominantly consist of clay and have moderate to severe expansion potential. The EIR will address the potential of the project to create substantial risks to life or property based on the expansive nature of the soils.

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| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

No septic tanks would be installed and no wastewater would be generated by the proposed project. No impact would result.

VII. GREENHOUS GAS EMISSIONS --

Would the project:

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| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Global climate change is an international phenomenon and the regulatory background and scientific data are changing rapidly. In 2006, the California state legislature adopted AB 32, the California Global Warming Solutions Act of 2006. Assembly Bill (AB) 32 describes how global climate change would affect the environment in California. The impacts described in AB 32 include changing sea levels, changes in snow pack and availability of potable water,

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changes in storm flows and flood inundation zones, and other impacts.

As required by AB 32, California Air Resources Board (CARB) determined that the statewide greenhouse gas (GHG) emissions level shall be based on the level set in 1990. On December 6, 2007 CARB approved a statewide GHG emissions limit to be achieved by 2020 that is equivalent to that level

The primary source of GHG emissions from the proposed project would be mobile sources. Emissions would also occur from both construction activities and operation activities associated with the proposed project. The operation of the proposed project is not expected to result in an increase in mobile sources, but rather a redistribution of existing and previously forecasted mobile sources. Impacts related to GHGs and climate change stemming from the proposed project will be evaluated within the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Discussion:

The EIR will examine whether the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. Refer to VII.a for additional information.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Discussion:

The California Highway Patrol and the California Department of Transportation designate permitted routes for the transport of hazardous materials, which include major freeways and highways in the County. According to the County General Plan, the County does not designate hazardous material transportation routes, but instead uses the routes identified by the state and federal agencies. The City's General Plan identifies Loveridge Road, Pittsburg-Antioch Highway, Tenth Street/Willow Pass, and North Parkside Drive as designated hazardous material transport routes. The proposed project is not identified as a hazardous

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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materials transport route and neither are the adjoining roadways. There is the potential for the occasional transport of hazardous materials along James Donlon Boulevard, only if there is a specific destination adjacent to the proposed project area. Traffic would be diverted from Buchanan Road, which adjoins a large number of residences, to a more sparsely populated route, thereby reducing the number of people potentially exposed to the occasional transport of hazardous materials.

The hazardous materials anticipated to be transported to and from the site during construction include petroleum based products (i.e., gasoline, motor oil, etc.) needed for construction and construction equipment. During operation of the proposed project, hazardous materials would include any petroleum based products required for the vehicles accessing the new roadway. Even though the proposed project is not anticipated to create a significant hazard through the routine transport, use or disposal of hazardous materials, the potential for the project to create a significant hazard will be examined in the EIR.

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| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Potential impacts that may result from construction and operation of the proposed project may include the accidental release of petroleum based products used in construction equipment and vehicles that will ultimately use James Donlon Boulevard. There is a ten-inch, high-pressure, natural gas pipeline in the project vicinity which may require lowering. The site has historically been ranched, with possibility of herbicide and pesticide use as well as other hazardous materials associated with agricultural and ranch land activity. Potential impacts will be evaluated in the EIR.

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| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

No schools are located within one-quarter mile of the proposed project. The closest school

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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(Foothill Elementary School) is more than 0.5 miles away. No impact would result.

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| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

The project would not be located on any site listed pursuant to Government Code Section 65962.5. There would be no impact associated with this project.

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| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

The project site is not located within an airport land use plan. The closest airport is Buchanan Field, which is located in the City of Concord, CA (more than nine miles from the project site). No impact would result.

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| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project is not in the vicinity of a private airstrip. There would be no impact.

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| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion:

The proposed project would provide a through connection from Somersville Road to Kirker Pass Road. Implementation of the proposed project would create an alternative to State Route 4 and to the local use of Buchanan Road as east-west routes from Concord to Antioch. This alternative would be considered a benefit for emergency response and emergency evacuation plans, as traffic congestion on surrounding roads such as Buchanan Road, would be relieved by the new roadway, thus providing an additional route option. There would be no adverse impact.

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| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The proposed project would transect grassland adjacent to a residential area, and portions of the route are classified as being in a moderate fire hazard zone. The project's operational activities as well as construction operations may increase the risk of wildfires in the area. This impact will be examined in the EIR.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The City and 16 other Contra Costa County co-permittees are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB). The proposed project would be required to meet the requirements of the NPDES permit. A stormwater management plan would be developed and would be evaluated as part of the EIR. The EIR will examine whether the proposed project would violate any water quality standards or waste discharge requirements.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

No impacts on groundwater are anticipated from the proposed project. However, the proposed project would increase the amount of impervious surface within the project area. The EIR will address whether the increase in impervious surface would substantially deplete groundwater supplies or interfere with groundwater recharge.

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| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The proposed project would potentially alter the existing drainage pattern of the project area, which may result in alteration of the course of Kirker Creek and other small ephemeral streams. Storm drainage networks would be configured to discharge toward logical stream crossings to maintain existing drainage patterns. This may result in substantial erosion or siltation on- or off-site. The EIR will analyze the project's potential impacts to both of these environmental issues.

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| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion:

As previously noted, the proposed project may result in the alteration of the existing drainage pattern of the project area. Storm drainage networks would be configured to discharge toward logical stream crossings to maintain existing drainage patterns. In addition, the proposed project would increase the amount of impervious surface within the project area. The EIR will analyze the project's potential to impact on- and off-site flooding.

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| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project would generate increased runoff as a result of the additional impervious surface that would be created. The proposed project's stormwater drainage system would follow the Caltrans Design Manual procedures. Storm drainage networks would be configured to discharge toward logical stream crossings to maintain existing drainage patterns. In accordance with the Contra Costa Clean Water Program, bio-retention facilities would be designed and implemented to address stormwater quality from the additional impervious surface area that would result from the proposed project. Additionally, a stormwater management plan would be developed for the proposed project. The results of the stormwater management plan, the project's consistency with the City's Stormwater Management Plan for

the Kirker Creek Watershed Drainage Area (Chapter 15.104, Pittsburg Municipal Code), and the project's potential impacts related to stormwater runoff will be presented in the EIR. The proposed project will require a Storm Water Pollution Prevention Plan (SWPPP) for runoff associated with construction activities and a Storm Water Control Plan to meet the post-construction Municipal Regional Permit requirements.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The proposed project would increase the amount of impervious surface within the project area through the construction of hardscape features resulting in an increase in stormwater runoff. Runoff from James Donlon Boulevard could contain pollutants with the potential to impact water quality, such as fuel and lubricant leaks from vehicles. Temporary effects of

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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construction activities would result in soil disturbance and could lead to an increase in soil erosion and sedimentation of streams and drainage channels. Operation and maintenance of construction equipment could also result in fuel and lubricant spillage.

The project would be required to comply with the Contra Costa Clean Water Program and implement best management practices (BMPs) as part of the NPDES requirements. The proposed project will require a SWPPP for runoff associated with construction activities and a Storm Water Control Plan to meet the post-construction Municipal Regional Permit requirements. However, pollutants may enter Kirker Creek and other water courses within the project area and contribute to regional water quality impacts. Therefore, the EIR will analyze the project's potential to substantially degrade water quality.

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project does not include the construction of housing. No impact would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would build a roadway which crosses drainages; however, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM),

panels 06013C0307F and 06013C0326F, the proposed project is located in Zone X, which is outside of a 100-year flood hazard area. No impact would result.

| | | | | |
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| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion:

The project area is not located in the vicinity of a levee or dam. No impact would result.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The absence of any oceans, seas or large lakes in the project vicinity precludes the possibility of inundation by seiche or tsunami. In addition, the project area is not susceptible to mudflows given the high clay soils and groundwater depth. Therefore, no impact would result.

X. LAND USE AND PLANNING - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project area is surrounded by open space to the west and south and residential development to the east and north. The proposed project would not physically divide an established community because the proposed project would not bisect existing development adjacent to the site. Therefore, no impact would result.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Goal 2-P-72 of the City's General Plan states: "Pursue construction of the Buchanan Extension, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Road to destinations east of Pittsburg." The County General Plan identifies the Buchanan Road Bypass as a "proposed route of regional significance". Policies within the City and County General Plans adopted for the purpose of avoiding or mitigating an environmental effect will be examined in the EIR.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed project is one of the specific rural infrastructure projects named as being covered under the ECCCHCP. For further discussion on the ECCCHCP refer to Biological Resources IV.f. Project conformance with the ECCCHCP will be examined in the EIR.

XI. MINERAL RESOURCES -- Would the project:

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

There are no known mineral resources located within the project area, and the project would not result in the loss of availability of such resources. There would be no impact.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

See response to XI.a, above.

XII. NOISE Would the project result in:

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion:

The closest existing residence is located between 300 and 400 feet north of the project area. This residence and other neighboring residences would likely experience increased noise and vibration levels from both construction activities and from the traffic that would use the new roadway. Noise impacts will be examined in the EIR.

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

See XII.a, above. Noise impacts will be examined in the EIR.

| | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The James Donlon Boulevard extension would redistribute traffic from Buchanan Road to James Donlon Boulevard. This redistribution of traffic would add a noise source to the south, where none currently exists. This impact will be examined in the EIR.

| | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Construction activities would temporarily increase ambient noise levels. This impact will be examined in the EIR.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The proposed project is not located within an airport land use plan nor is it within two miles of a public airport or public use airport. Therefore, no impact would result.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project area is not located within the vicinity of a private airstrip. No impact would result.

XIII. POPULATION AND HOUSING --

Would the project:

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project is being evaluated in order to relieve existing traffic congestion on Buchanan Road by providing a limited access arterial roadway to serve the region's circulation needs. Although this new roadway would alleviate existing congestion, it could potentially induce population growth to the area by enabling new development. The EIR will evaluate impacts on population growth.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The proposed project would not displace existing housing. One residential structure is located within the project area; however, it would remain in place. No relocations would result from the proposed project; therefore, no impact would occur.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would not displace any people, necessitating the construction of replacement housing elsewhere. Therefore, no impact would result.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

| | | | | |
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| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

No reasonably foreseeable impacts on fire protection would result from the project. To the extent that traffic conditions would improve, fire protective services, such as emergency response times, could be enhanced. There would be no negative impact.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

No reasonably foreseeable impacts on police protection would result from the project. To the extent that traffic conditions would improve, police services, such as emergency response times, could be enhanced. There would be no negative impact.

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| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would redistribute existing traffic within the City. It would not create or increase demand for schools. There would be no impact.

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|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would redistribute existing traffic within the City. It would not increase demand for local and regional parks in the project vicinity. There would be no impact.

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would redirect existing traffic within the City. The proposed project would have no impacts on the need for other public facilities.

XV. RECREATION --

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion:

The proposed project would redistribute traffic within the City. It would not increase demand on existing neighborhood and regional parks or other recreational facilities. There would be no impact.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would redistribute traffic within the City. It does not include nor require the construction or expansion of any recreational facilities. No impact would result.

XVI. TRANSPORTATION/TRAFFIC --

Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project is currently identified in the City General Plan and the ECCCHCP. The purpose of the proposed project is to reduce overall regional traffic congestion and would result in changes to existing traffic patterns. The EIR will include a detailed traffic and circulation analysis which will include a consistency analysis with existing plans, policies, and ordinances pertaining to the effectiveness of the circulation network. Impacts from the proposed project will be addressed in the EIR.

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| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The purpose of the proposed project is to reduce overall regional traffic congestion by redistributing existing traffic. The proposed project's potential impact on level of service standards at signalized intersections, and designated roads and highways will be evaluated in the EIR.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project would have no effect on air traffic patterns. No impact would result.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

The proposed project would be designed to Caltrans urban highway and rural road highway standards that would avoid design hazards. Furthermore, no incompatible uses are anticipated. No impact would result.

| | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Result in inadequate emergency access? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Emergency access on local streets might be affected during project construction. After completion, the proposed project would improve regional traffic congestion, which could

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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ultimately improve emergency response times and provide more direct east-west access for emergency vehicles. Potential impacts during construction will be examined in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The County's General Plan identifies Kirker Pass Road as a proposed bicycle route. There are no current City designations for Kirker Pass Road or James Donlon Boulevard. The four-lane portion of James Donlon Boulevard at the Kirker Pass Road intersection would be designed to urban road standards, which include sidewalks. Kirker Pass Road from Nortonville Road to the City limit line would also be improved to urban road standards. The proposed project's consistency with adopted policies, plans, and programs will be evaluated in the EIR.

XVII. UTILITIES AND SERVICE

SYSTEMS Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would extend James Donlon Boulevard, therefore, it would not generate wastewater. The proposed project would not require wastewater treatment. No impact would result.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

No new or expanded water or wastewater treatment facilities would be required as a result of the proposed project. Therefore, no impact would result.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Stormwater would be directed to onsite detention facilities before discharge into the local watershed. The proposed project's stormwater drainage system would follow the Caltrans Design Manual procedures. The storm drainage networks would be configured to discharge toward stream crossings such that existing drainage patterns would be maintained. Although it is unlikely that either new or expanded stormwater drainage facilities would be required as a result of the proposed project, this impact, as well as the project's consistency with the City's

Stormwater Management Plan for Kirker Creek Watershed Drainage Area (Chapter 15.104, Pittsburg Municipal Code) will be examined in the EIR. The proposed project will require a SWPPP for runoff associated with construction activities and a Storm Water Control Plan to meet the post-construction Municipal Regional Permit requirements.

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| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project would not require the provision of water for the long-term operation of the James Donlon Boulevard extension. No irrigation would be required for median landscaping. However, the proposed project would result in water consumption during the construction of the proposed project. Water use during construction is anticipated to be minimal and not be beyond the City's current entitlements or resources. However, the project's EIR will examine potential direct and indirect impacts resulting from construction related water consumption.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The proposed project would not create new sources of wastewater that would require treatment. Therefore, no impact would result.

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Minimal solid waste would be generated by the proposed project, and project needs are anticipated to be met by existing landfill capacities. The Keller Canyon Landfill, a Class II facility which takes industrial solid waste, is expected to remain in service until 2030. The City concluded that buildout of the General Plan would not cause additional waste disposal levels exceeding available capacity. The proposed project, as identified in the City's General Plan, is included in the City's calculations. A less than significant impact would result.

| | | | | |
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| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

The project would comply with all applicable regulatory requirements related to solid waste, and no impact would result.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

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| <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project could potentially degrade the quality of the environment, reduce the habitat of a wildlife species or reduce the range of a rare or endangered plant or animal. The proposed project also has the potential to eliminate important examples of major periods of California history or prehistory. The EIR will analyze these potential impacts.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project may include impacts that are individually limited but cumulatively considerable. The potential for cumulative impacts will be addressed in the EIR.

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|--------------------------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The proposed project may result in environmental effects that will cause substantial adverse effects on human beings. The EIR will examine these potential effects.

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