2 EXECUTIVE SUMMARY

Introduction

The Executive Summary chapter of the Draft EIR provides an overview of the Tuscany Meadows project (proposed project) and summarizes the conclusions of the environmental analysis provided in Chapters 4.1 through 4.9. The chapter also reviews the alternatives to the proposed project that are described in the Alternatives Analysis chapter, and identifies the Environmentally Superior Alternative. Table 2-1, found at the end of this chapter, provides a summary of the environmental effects of the proposed project, as identified in each technical chapter of the EIR. Table 2-1 also contains the potential environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

Project Location, Description, and Objectives

The proposed project site is located in an unincorporated area of Contra Costa County, California (see Figure 3-1, Regional Location Map) and consists of two parcels located within both the City of Pittsburg and the City of Antioch Urban Limit Line. The proposed project is located on Contra Costa County Assessor's Parcel Number (APN) 089-150-013 near the southeast corner of the City of Pittsburg, just outside of the existing Sphere of Influence, but within the Urban Limit Line. The project site consists of approximately 170 acres and is bordered by Buchanan Road to the north, Highlands Ranch residential subdivision to the west, Somersville Road to the east, and Black Diamond Ranch Estates to the south (see Figure 3-2, Project Location Map). The surrounding areas to the northwest and west of the site are within the City of Pittsburg limits. Surrounding areas to the northeast, east, and south of the site are within the City of Antioch limits. Thus, the project site is currently an unincorporated island between the two cities. Surrounding land uses include low density residential to the north, west and south; multi-family residential and open space to the east; and a former landfill to the southeast. In addition, an existing Chevron facility is located within the northern central portion of project site (APN 089-150-015). The existing Chevron facility will remain industrial; however, is included with the reorganization request for the project.

The following project objectives have been developed for the propose project.

- Map and develop a mixed-density residential development consistent with the prezoning and General Plan land use designations approved by Pittsburg voters with the approval of Measure I in 2011.

- Map and develop a mixed-density residential development consistent with the goals and policies of the General Plan for the Buchanan Subarea.

- Create a logical extension of the residential Highlands Ranch development to be served by existing, stubbed City services.

- Map and develop a mixed-density, large in-fill residential project with existing, planned and proposed residential development on all sides.

- Provide housing in order to meet the City of Pittsburg's current obligation set forth by the Regional Housing Needs Allocation.

- Provide market rate single family detached and multi-family development along with a 5.4 acre public park located in the center of the site.

ENVIRONMENTAL IMPACTS AND REQUIRED MITIGATION

Under the California Environmental Quality Act (CEQA), a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project could result in significant impacts on the resource areas listed below.

This EIR discusses mitigation measures that could be implemented by the City to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this EIR and are found in the following chapters: Air Quality and Greenhouse Gas Emissions; Biological Resources; Geology, Soils, and Seismicity; Hazards and Hazardous Materials; Land Use and Planning; Noise; Public Services, Recreation, and Utilities; and Transportation, Traffic, and Circulation. If an impact is determined to be significant or potentially significant, applicable mitigation measures are identified, as appropriate. These mitigation measures are also summarized in Table 2-1, at the end of this chapter. The mitigation measures presented in the EIR will form the basis of the Mitigation Monitoring and Reporting Program. Any impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

Air Quality and Greenhouse Gas Emissions

The Air Quality and Greenhouse Gas Emissions chapter of this EIR describes the effects of the proposed project on local and regional air quality. The chapter includes a discussion of existing air quality and Greenhouse Gas (GHG) setting, construction-related air quality impacts resulting from grading and equipment emissions, direct and indirect emissions associated with the project, the impacts of these emissions on both a local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts.

The Air Quality and Greenhouse Gas Emissions chapter determined that impacts related to cumulative emissions of toxic air contaminants and contribution to global climate change would be less-than-significant. In addition, the chapter concluded that short-term construction-related air quality impacts and impacts to exposure of sensitive receptors to substantial levels of

pollutant concentrations would be potentially significant; however, implementation of mitigation measures included in the EIR would reduce the impact to a less-than-significant level.

The Air Quality and Greenhouse Gas Emissions chapter determined that impacts related to the proposed project's long-term operational air quality impacts and cumulative regional air quality impacts would be significant and although mitigation is required to reduce the project's impact, the impact would not be reduced to a less-than-significant level; therefore, the project's impact related to long-term air quality and cumulative emissions of criteria air pollutants would remain significant and unavoidable.

Biological Resources

The Biological Resources chapter evaluates the biological resources known to occur or potentially occur within the proposed project site. The Biological Resources chapter describes potential impacts to those resources, and identifies measures to eliminate or substantially reduce those impacts to less-than-significant levels. Information presented in this chapter is primarily drawn from Biological Resource Analysis prepared specifically for the proposed project by Moore Biological Consultants (see Appendix F), as well as the Pittsburg General Plan, the Pittsburg General Plan EIR, and the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. Existing plant communities, wetlands, wildlife habitats, and potential for special-status species and communities are discussed for the project area.

The Biological Resources chapter concluded that impacts related to special-status plant species, movement of native wildlife species, and conflicts with local policies and ordinances from project development would be less than significant. The following impacts were identified as potentially significant: impacts to the San Joaquin kit fox, the western burrowing owl, other raptors covered under the East Contra Costa County HCP/NCCP, migratory birds not covered under the East Contra Costa County HCP/NCCP, and cumulative loss of biological resources in the City of Pittsburg and the effects of ongoing urbanization in the region. However, implementation of mitigation measures included in the EIR, as well as compliance with applicable goals and policies in the Pittsburg General Plan and the East Contra Costa County HCP/NCCP, would reduce the impacts to a less-than-significant level.

Geology, Soils, and Seismicity

The Geology, Soils, and Seismicity chapter of this EIR describes the geologic and soil characteristics of the project site and evaluates the extent to which implementation of the proposed project could be affected by seismic hazards such as rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, landslides, soil erosion, soil stability and expansive soil characteristics. The analysis also addresses potential effects of the proposed project on erosion. The Geology, Soils, and Seismicity chapter is primarily based on information drawn from the following sources: the Pittsburg General Plan, the Pittsburg General Plan EIR, and the Geotechnical Engineering Report prepared for the project site by Wallace Kuhl and Associates, Inc. (see Appendix G).

The Geology, Soils, and Seismicity chapter determined that impacts related to people and structures associated with expansive soils and use of previously stockpiled soils, as well as risks associated with substantial erosion or loss of topsoil would be potentially significant; however, with implementation of the required mitigation measures, the impact would be reduced to a less-than-significant level. The following impacts were found to be less-than-significant: risks to people and structures associated with seismic activity, including ground shaking and ground failure; and cumulative geological impacts and hazards.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of this EIR describes existing and potentially occurring hazards and hazardous materials within the proposed project area. The Hazards and Hazardous Materials chapter discusses potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and adjacent to the project area. The Hazards and Hazardous Materials chapter is primarily based on information drawn from the following sources: the Pittsburg General Plan, the Pittsburg General Plan EIR, and the Remedial Action Plan prepared for the project site by Risk-Based Decisions, Inc. (see Appendix H).

The Hazards and Hazardous Materials chapter concluded that following impacts would be less than significant: impacts related to the routine transport, use, or disposal of hazardous materials; a site included on a list of hazardous materials sites; and the cumulative increase in the number of people who could be exposed to potential hazards associated with potentially contaminated soil and groundwater and an increase in the transport, storage, and use of hazardous materials. The potential impacts related to an upset or accidental release of hazardous materials into the environment were deemed as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures included in the EIR.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of this EIR describes existing drainage and water resources for the project site, and evaluates potential impacts of the proposed project with respect to flooding, surface water resources, and groundwater resources. Information for this chapter was primarily drawn from the Pittsburg General Plan, the Pittsburg General Plan EIR, the Stormwater Control Plan for Tuscany Meadows East (see Appendix M), the Stormwater Control Plan for Tuscany Meadows West (see Appendix N), and the Tuscany Meadows C.3 Memo (see Appendix O).

The Hydrology and Water Quality chapter identified the following impacts as less than significant: impacts related to the existing drainage pattern and surface runoff; construction-related impacts to surface water quality; operational water quality degradation associated with urban runoff from the project site; and groundwater recharge. Impacts from the project to cumulative hydrology (drainage and flooding) and water quality impacts were determined to be less than significant.

Land Use and Planning

The Land Use and Planning chapter of this EIR examines the proposed project's compatibility with existing and planned land uses in the area. Consistency with applicable General Plan goals and policies and the zoning code is also evaluated.

The Land Use and Planning chapter determined that the project would result in a potentially significant impact related to compatibility with surrounding uses. However, this impact would be reduced to less than significant with implementation of mitigation measures included in the EIR. The Land Use and Planning chapter identified the following impacts as less than significant: impacts related to consistency with the Pittsburg General Plan; consistency with existing zoning; consistency with Contra Costa County LAFCo Standards; and cumulative impacts related to land use and planning with development of the proposed project, in combination with future buildout in the City of Pittsburg.

Noise

The Noise chapter of this EIR discusses the existing noise environment in the immediate project vicinity and identifies potential noise-related impacts and mitigation measures associated with the proposed project. Specifically, this chapter analyzes potential noise impacts due to and upon development within the project site relative to applicable noise criteria and to the existing ambient noise environment.

The Noise chapter determined that impacts related to the exposure of proposed sensitive receptors to noise levels from transportation noise as well as construction vibration would be potentially significant but would be reduced to a less-than-significant level with implementation of the required mitigation measures. In addition, the chapter concluded that the following impacts would be less-than-significant: impacts related to the exposure of existing sensitive receptors to significant increases in traffic noise levels; and impacts related to cumulative traffic noise levels. Impacts related to the exposure of existing sensitive receptors to construction noise would be significant and unavoidable even after implementation of mitigation.

Public Services, Recreation, and Utilities

The Public Services, Recreation, and Utilities chapter of this EIR describes the public service systems and facilities within the project area and the associated potential impacts resulting from the proposed project. Public services and utilities addressed in the chapter include the water system, wastewater conveyance and treatment, solid waste, fire protection facilities, law enforcement services, library facilities, schools, parks and recreation facilities, and gas and electricity.

The Public Services, Recreation, and Utilities chapter concluded that the following impacts would be less than significant: increased demand for wastewater treatment, increased demand for solid waste disposal, the provision of adequate fire protection and law enforcement services, adequate capacity of schools, the provision of adequate library services, and the provision of adequate gas and electricity services for the proposed project. The Public Services, Recreation,

and Utilities chapter identified the impact to water supply and delivery, and adequate park and recreation facilities as potentially significant. However, implementation of the mitigation measures included in the EIR would reduce the impacts to a less-than-significant level. Cumulative impacts associated with an increase in demand for additional public services and utilities within the City of Pittsburg as a result of the proposed project were determined to be less than significant.

Transportation, Traffic, and Circulation

The Transportation, Traffic, and Circulation chapter of the EIR discusses the existing and near-term transportation and circulation conditions associated with the proposed project. The information contained within this chapter is primarily based on the evaluation and technical calculations conducted for the proposed project by Abrams Associates Traffic Engineering Inc. (see Appendix L). The evaluation includes consideration of automobile traffic impacts on roadway capacity, transit impacts, bicycle impacts, and pedestrian impacts.

The Transportation, Traffic, and Circulation chapter concluded that impacts from traffic-related construction activities, site access and circulation, and study freeway facilities would be less than significant. Impacts related to alternative transportation facilities were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures in the EIR. Impacts related to study roadway facilities under the existing plus project and baseline plus project conditions were identified as significant and unavoidable, even with mitigation. Cumulative impacts related to study freeway facilities were identified as less than significant. Cumulative impacts related to alternative transportation facilities were identified as less than significant after mitigation. Cumulative study roadway intersections under cumulative plus project conditions were identified as significant and unavoidable, even with mitigation.

Summary of Project Alternatives

The following section presents a summary of the evaluation of the alternatives considered for the proposed project, which include the:

- No Project (No Build) Alternative;
- Reduced Intensity Alternative
- Clustered Trail Alternative

No Project (No Build) Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project Alternative" (CEQA Guidelines Section 15126.6(e)). The No Project Alternative may be defined either as the "no action taken on the proposed project" or a "no build" on the project site.

A "no build" alternative would not include any modifications to the existing environmental setting. For the purposes of this analysis, the No Project (No Build) Alternative is defined as the continuation of the existing conditions of the project site. Under the No Project (No Build)

Alternative, the project site would remain undisturbed, vacant land. Ongoing remediation activities, such as regular disturbances, regrading, and discing, would continue to occur. The proposed development and associated infrastructure would not be constructed and annexation to the City would not be required. Therefore, the No Project (No Build) Alternative scenario assumes that the existing project site conditions would remain the same and the Alternative would result in fewer impacts than the proposed project in every resource area other than Land Use and Planning, for which the possibility exists that impacts would be greater.

Reduced Intensity Alternative

The Reduced Intensity Alternative would consist of development of the proposed project on the same site, but at a reduced intensity. The Reduced Intensity Alternative would reduce the number of low-density single-family units from 917 to approximately 611 and increase the average lot size from 4,400 square feet (sf) to approximately 6,400 sf. Under the Reduced Intensity Alternative, the 14.6-acre high-density parcel would remain unchanged, resulting in up to 365 multi-family units, as proposed. In addition, consistent with the City's Green Building Design Guidelines, the Reduced Intensity Alternative would incorporate some of the subdivision design measures into the project design. The Reduced Intensity Alternative would result in fewer Air Quality and Greenhouse Gas Emissions, Geology, Soils, and Seismicity, Hydrology and Water Quality, Noise, and Transportation, Traffic, and Circulation impacts, as compared to the proposed project. All other impact areas would be equal when compared to the proposed project.

Clustered Trail Alternative

The Clustered Trail Alternative would include the development of 500 units on approximately 75 acres designated as Low Density. In addition, the high-density parcel would be expanded, resulting in up to 700 multi-family units on approximately 30 acres. The Clustered Trail Alternative would increase proposed project average lot size of 4,400 sf to 5,400 sf and cluster the single-family and multi-family development in order to increase parks/open space on the project site. The Clustered Trail Alternative would incorporate park/open space on the project site and connect to the Black Diamond Mines Regional Preserve and the Delta/DeAnza Trail through the City of Pittsburg as well as planned connections within the City of Antioch.

The Clustered Trail Alternative would result in fewer Air Quality and Greenhouse Gas Emissions, Geology, Soils, and Seismicity, Hydrology and Water Quality, Noise, Public Services, Recreation, and Utilities, and Transportation, Traffic, and Circulation impacts as compared to the proposed project. All other impact areas would be equal when compared to the proposed project.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126(e)(2) of the *CEQA Guidelines* requires that an environmentally superior alternative be designated and states, "[…] if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Generally, the

environmentally superior alternative is the one that would result in the fewest environmental impacts as a result of project implementation.

A comparison of the proposed project to the three aforementioned alternatives is illustrated in the Alternatives Analysis chapter of this EIR. Aside from the No Project Alternative, the development alternatives would meet the majority of the proposed project's objectives. As shown in Table 6-3, the Reduced Intensity Alternative would result in fewer impacts than the proposed project in five resource areas, and equal impacts in four resource areas. The Clustered Trail Alternative would result in fewer impacts in six resource areas, and equal impacts in three resource areas. Therefore, the Clustered Trail Alternative would result in fewer impacts than the proposed project in more resource areas than the Reduced Intensity Alternative. However, the changes in the severity of impacts for both the Reduced Intensity Alternative and the Clustered Trail Alternative should also be compared in order to determine the Environmentally Superior Alternative.

The Reduced Intensity Alternative would reduce the significant and unavoidable impact identified for the proposed project related to cumulative emissions of ROG to less-than-significant levels with incorporation of mitigation set forth in this EIR. Therefore, because a significant and unavoidable impact identified for the proposed project would be reduced to a less-than-significant level with incorporation of mitigation under the Reduced Intensity Alternative, the Reduced Intensity Alternative would be considered the Environmentally Superior Alternative.

As discussed above, reduced impacts would result under the Reduced Intensity Alternative as compared to the proposed project in the following resource areas: Air Quality and Greenhouse Gas Emissions, Geology, Soils, and Seismicity, Hydrology and Water Quality, Noise, and Transportation, Traffic, and Circulation. Impacts to all other resource areas under the Reduced Intensity Alternative would be equal to that of the proposed project.

Summary of Impacts and Mitigation Measures

A summary of the identified impacts in the technical chapters of the EIR is presented in Table 2-1. In Table 2-1, the proposed project impacts are identified for each chapter (Chapters 4.1 through 4.9) in the EIR. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after implementation of mitigation measures for each impact.

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
4.1 Air Quality and Greenhouse Gas Emissions				
4.1-1 Short-term construction-related air quality.	PS	*4.1-1(a)*	*Prior to issuance of a grading permit for each phase of construction for the Tuscany Meadows Subdivision, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all diesel-powered equipment larger than 50 horsepower and operating on the site for more than two days consecutively shall meet USEPA emissions standards for Tier 2 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer.*	LS
		4.1-1(b)	*Prior to issuance of a grading permit for each phase of construction for the Tuscany Meadows subdivision, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all generators shall be alternatively fueled or meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer.*	
4.1-2 Long-term operational air quality and a conflict with or obstruction of implementation of regional air quality plans.	S	*4.1-2(a)*	*Wood-burning fireplaces, woodstoves, or similar wood-burning devices shall be prohibited throughout the proposed project plan area. Homes may be fitted with the applicable regulation compliant natural gas burning appliances if desired. The prohibition shall be included on any project plans submitted prior to issuance of building permits, subject to review and approval by the*	SU

NI = *No Impact*; N/A = *Not Applicable*; LS = *Less-than-Significant*; PS = *Potentially Significant*; S = *Significant*; SU = *Significant and Unavoidable*

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		City Engineer. *4.1-2(b)* *Electrical outlets shall be provided on the outside of the homes to encourage the use of electrical landscaping equipment. The provision shall be included on any project plans submitted prior to issuance of building permits, subject to review and approval by the City Engineer.* *4.1-2(c)* *The use of electrical landscaping equipment shall be encouraged within the homeowner's guide to be provided following the signing of each purchasing agreement. In addition, the homeowner's guide shall discuss the benefits of limiting the use of certain consumer products, including, but not limited to, high-VOC paints, barbeque lighter fluid, and aerosol sprays.* *4.1-2(d)* *The City's Green Building Design Guidelines[1] shall be used to promote a reduction in residential emissions where feasible and appropriate, including, but not limited to, implementation of the following measures, subject to review and approval by the City Planning Department:* • *Secure and convenient storage for at least two bicycles should be provided along the*	

[1] City of Pittsburg. *Development Review Design Guidelines, Section VI: Green Building Design Guidelines.* Adopted November 9, 2010.

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		street side of the house. The storage location should be accessible by driveway, other hardscape, or dedicated path, and securable by lock. The storage may be an external unit that is fully enclosed or enclosed on three sides closest to the street to hide the bicycles from street view, or an entrance into a garage or other space inside the residential unit with sufficient space to store the bicycles. External units should be located with consideration for the layout of the building, and complement the color and design of the building as much as possible. Storage units may be wall mounted and store bicycles vertically. • *Subdivisions should include a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external bicycle and pedestrian facilities and streets.* o *Pedestrian and bicycle paths should provide safe, visible, and unobstructed bicycle and pedestrian access between facilities, from facility entrances to bicycle and pedestrian routes (sidewalks*	

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and bicycle lanes), and between facilities and existing or planned bicycle and pedestrian routes. o *Greater emphasis should be placed on bicycle and pedestrian accessibility (location of routes) and connectivity (number of routes) rather than automobile accessibility/connectivity.* o *Cul-de-sacs should include pedestrian and bicycle pathways that cut through the block from the cul-de-sac to the next street behind the parcels lining the cul-de-sac. Green space may be used to connect adjacent cul-de-sacs, creating a pedestrian connection as well as community open space.* o *Spacing between pedestrian/bicycle connections should be no greater than 400 feet. This can be accomplished by creating mid-block paths and pedestrian shortcuts.* • *Convenient, visible, and secure bicycle storage facilities should be available on site for multi-family residential areas, sufficient to accommodate demand of residents and guests.*	

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		o *Parking facilities may be lockers that may by locked individually.* o *Parking facilities may be locked storage rooms that are only accessible by building tenants and managers.* o *Parking facilities may be a storage area that is continuously monitored by on-site staff.* • *Roofs should have solar hot water systems (panels), solar photovoltaic panels or low-profile wind energy generation turbines and should include a sustainable plan for maintenance of such systems. Roofs should be covered with a cool roof under the energy generation structures. Roof segments that are uncovered by energy systems should host raised bed garden space or greenhouses, a green/living roof, or cool roof surfaces.*	
4.1-3 Exposure of sensitive receptors to pollutant concentrations.	PS	*4.1-3(a)* *Implement Mitigation Measure 4.1-1(a); or the construction contractor shall use other measures to minimize construction period DPM emissions sufficient to reduce the predicted cancer risk below the applicable threshold of significance of 10 in one million. Such measures may include the use of alternative-powered equipment (e.g., LPG-powered forklifts), alternative fuels, added exhaust devices, or a combination of measures,*	LS

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		provided that the measures are approved by the City Engineer. Verification that the chosen measures are sufficient to reduce cancer risk to below the applicable threshold of significance shall be provided to the City Engineer by the project proponent prior to issuance of a grading permit for each phase of construction for the Tuscany Meadows subdivision. *4.1-3(b)* *During any construction period ground disturbance of Areas 4 through 11 (as shown in Figure 4.1-1), the project applicant shall show on the grading plans via notation that the contractor shall ensure that 40 percent of all diesel-powered equipment larger than 50 horsepower and operating on the site for more than two days consecutively shall meet USEPA particulate matter emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer prior to issuance of grading permits for each phase of construction. The construction contractor shall use other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk DPM emissions sufficient to reduce the predicted cancer risk below the applicable threshold of significance of 10 in one million. Such measures may include the use of alternative-powered equipment (e.g., LPG-powered forklifts),*	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		alternative fuels, added exhaust devices, or a combination of measures, provided that the measures are approved by the City Engineer prior to issuance of a grading permit for each phase of construction. Verification that the chosen measures are sufficient to reduce cancer risk to below the applicable threshold of significance shall be provided to the City Engineer by the project proponent prior to issuance of a grading permit for the Tuscany Meadows subdivision. *4.1-3(c) Implement Mitigation Measure 4.1-1(b).* *4.1-3(d) Prior to issuance of a grading permit for each phase of construction for the Tuscany Meadows subdivision, the project applicant shall show on the grading plans via notation that the contractor shall minimize the number of minutes that equipment will operate. The idling time of diesel powered construction equipment shall be minimized to two minutes, per the Additional Construction Mitigation Measures recommended by BAAQMD. The grading plans shall be submitted for review and approval by the City Engineer.*	
4.1-4 Cumulative emissions of criteria air pollutants.	S	*4.1-4 Implement Mitigation Measure 4.1-2.*	SU
4.1-5 Cumulative emissions of TACs.	LS	*None required.*	N/A

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1-6 Emissions of GHGs and contribution to global climate change.	LS	*None required.*	N/A
4.2 Biological Resources			
4.2-1 Impacts to special-status plants.	LS	*None required.*	N/A
4.2-2 Impacts to the San Joaquin kit fox.	PS	*4.2-2(a) A USFWS/CDFW approved biologist shall conduct a pre-construction survey for San Joaquin kit fox within 30 days of on-site ground disturbance. The survey shall establish the presence or absence of San Joaquin kit foxes and/or suitable dens and evaluate use by kit foxes in accordance with USFWS survey guidelines. The biologist shall survey the proposed disturbance footprint and a 250-foot radius from the perimeter of the proposed footprint to identify San Joaquin kit foxes and/or suitable dens. Adjacent parcels under different land ownership will not be surveyed. Written results of pre-construction surveys shall be submitted to the Pittsburg Planning Department within five working days after survey completion and before the start of ground disturbance. Concurrence is not required prior to initiation of covered activities.* *If pre-construction surveys for the San Joaquin kit fox establish presence of the species and/or suitable dens within the survey area, the applicant shall implement*	LS

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Mitigation Measure 4.2-2(b) below. *4.2-2(b) The following measures shall be implemented by a USFWS/CDFW approved biologist:* • *If a San Joaquin kit fox den is discovered in the proposed development footprint, the den will be monitored for 3 days by a USFWS/CDFW approved biologist using a tracking medium or an infrared beam camera to determine if the den is currently being used.* • *Unoccupied dens should be destroyed immediately to prevent subsequent use.* • *If a natal or pupping den is found, USFWS and CDFW will be notified immediately. The den will not be destroyed until the pups and adults have vacated and then only after further consultation with USFWS and CDFW.* • *If kit fox activity is observed at the den during the initial monitoring period, the den will be monitored for an additional 5 consecutive days from the time of the first observation to allow any resident animals to move to another den while den use is actively*	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		discouraged. For dens other than natal or pupping dens, use of the den can be discouraged by partially plugging the entrance with soil such that any resident animal can easily escape. Once the den is determined to be unoccupied it may be excavated under the direction of the biologist. Alternatively, the den may have to be excavated when, in the judgment of a biologist, it is temporarily vacant (i.e., during the animal's normal foraging activities). *If dens are identified in the survey area outside the proposed disturbance footprint, exclusion zones around each den entrance or cluster of entrances will be demarcated. The configuration of exclusion zones should be circular, with a radius measured outward from the den entrance(s). No covered activities will occur within the exclusion zones. Exclusion zone radii for potential dens will be at least 50 feet and will be demarcated with four to five flagged stakes. Exclusion zone radii for known dens will be at least 100 feet and will demarcated with staking and flagging that encircles each den or cluster of dens but does not prevent access to the den by kit fox.* *4.2-2(c) Prior to the issuance of grading or construction permits*	

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
			for the Tuscany Meadows subdivision, the applicant shall pay the applicable East Contra Costa County HCP/NCCP per-acre fee in effect for Zone II in compliance with Section 15.108.070[2] of the Pittsburg Municipal Code; or, per Section 15.108.080 of the Pittsburg Municipal Code, the applicant shall dedicate land in-lieu of some or all of the Development Fee that would otherwise be imposed upon the project. The Pittsburg Planning Department and the Contra Costa County Conservancy shall approve the final method of compliance with the East Contra Costa County HCP/NCCP provisions.	
4.2-3 Impacts to western burrowing owl.	PS	*4.2-3(a)*	*A USFWS/CDFW approved biologist shall conduct a pre-construction survey for western burrowing owl no more than 30 days prior to construction. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines. The biologist shall survey the disturbance footprint on the project site and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership will not be surveyed. The survey shall take place near sunrise or sunset in accordance with CDFW guidelines, and all burrows or*	LS

[2] City of Pittsburg, Habitat Conservation Plan/Natural Community Conservation Plan Implementation Ordinance.

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		burrowing owls shall be indentified and mapped. *During the breeding season (February 1-August 31), the survey shall document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the non-breeding season (September 1-January 31), the survey shall document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results will be valid only for the season (breeding or non-breeding) during which the survey is conducted. Written results of pre-construction surveys shall be submitted to the Pittsburg Planning Department within five working days after survey completion and before the start of ground disturbance.* *If pre-construction surveys for the western burrowing owl establish presence of the species and/or burrows within the survey area, the applicant shall implement Mitigation Measure 4.2-3(b) below.* *4.2-3(b)* *Prior to the issuance of a grading permit for the Tuscany Meadows Subdivision, the following measures shall be implemented by the project proponent:* • *If burrowing owls are found during the breeding season (February 1-August 31) the*	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		project proponent will avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance will include establishment of a 160-foot non-disturbance buffer zone; owls shall be excluded from burrows in the immediate impact zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation; and • *The project area shall be monitored daily for one week to confirm that owls have abandoned the burrows.* • *Wherever possible, burrows shall be excavated using hand tools and refilled to prevent reoccupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.*	
4.2-4 Impacts to other raptors covered under the East Contra Costa County HCP/NCCP, including Swainson's hawk and golden eagle.	PS	*4.2-4(a)* *Prior to ground disturbance related activities that occur during the nesting season (March 15-September 15), a qualified biologist shall conduct a pre-construction survey no more than one month prior to construction to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially*	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		occupied nests within 1,000 feet are off the project site, then their occupancy shall be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required in accordance with Mitigation Measure 4.2-4(b) below.	
		4.2-4(b) *During the nesting season (March 15- September 15), ground disturbance related activities within 1,000 feet of occupied nests or nests under construction will be prohibited to prevent nest abandonment. The East Contra Costa County Habitat Conservancy and City of Pittsburg shall coordinate with the CDFW/USFWS to determine the appropriate buffer size, if applicable.* *If young fledge prior to September 15, construction activities can proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant can apply to the East Contra Costa County Habitat Conservancy and City of Pittsburg for a waiver of this mitigation measure. Any waiver must also be approved by USFWS and CDFW. While the nest is occupied, activities outside the buffer can take place.*	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<u>Golden Eagle</u> *4.2-4(c)* *Prior to implementation of ground disturbance related activities, a qualified biologist shall conduct a pre-construction survey within 0.5 miles of the project site to establish whether nests of golden eagles are occupied. If nests are occupied, minimization measures and construction monitoring are required in accordance with Mitigation Measure 4.2-4(d) below.* *4.2-4(d)* *Ground disturbance related activities will be prohibited within 0.5 mile of active nests. If site-specific conditions or the nature of the construction related activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be appropriate or that a larger buffer should be implemented, the East Contra Costa County Habitat Conservancy and City of Pittsburg will coordinate with the CDFW/USFWS to determine the appropriate buffer size.* *The project applicant shall also engage in construction monitoring. Construction monitoring will focus on ensuring that no ground disturbance related activities occur within the buffer zone established around an active nest. Construction monitoring will ensure that direct effects to golden eagles are minimized.*	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2-5 Impacts to other raptors and migratory birds not covered under the East Contra Costa County HCP/NCCP.	PS	*White-tailed kite* *4.2-5(a) Prior to any ground disturbance related activities that occur during the nesting season (March 15-August 31), a qualified biologist shall conduct a pre-construction survey no more than one month prior to construction to establish whether white-tailed kite is nesting in trees visible from the site. In the event active nests are found, the applicant shall develop and submit a construction monitoring plan to the East Contra Costa County Habitat Conservancy and the City of Pittsburg for review and approval prior to the commencement of construction activities.* *Migratory Birds* *4.2-5(b) If possible, vegetation removal shall occur outside of the general bird nesting season (February 1 through August 31). Alternatively, a qualified biologist shall conduct a pre-construction survey no more than two weeks prior to vegetation removal. If active nests are found, vegetation removal shall be delayed until the young have fledged, as determined by a qualified biologist.*	LS
4.2-6 Impacts related to interference with the movement of native wildlife.	LS	*None required.*	N/A

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2-7 Impacts related to conflicts with local policies and ordinances	LS	*None required.*	N/A
4.2-8 Cumulative loss of biological resources in the City of Pittsburg and the effects of ongoing urbanization in the region.	PS	*4.2-8 Implement Mitigation Measures 4.2-2 through 4.2-5.*	LS
4.3 Geology, Soils, and Seismicity			
4.3-1 Risks to people and structures associated with seismic activity, including ground shaking and ground failure, such as liquefaction.	LS	*None required.*	N/A
4.3-2 Risks to people and structures associated with expansive soils and use of previously stockpiled soils as engineered fill.	PS	*4.3-2(a) Prior to approval of Improvement Plans and issuance of grading permit for the Tuscany Meadows Subdivision, the project applicant shall submit to the City of Pittsburg Engineering Department, for review and approval, a design-level geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall include the recommendations in the report entitled, Geotechnical Engineering Report, Highlands Ranch II (Tuscany Meadows), dated February 3, 2012. The design-level report shall address, at a minimum, the following:*	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• *Compaction specifications for on-site soils;* • *Road and pavement design;* • *Structural foundations, including retaining wall design (if applicable);* • *Grading practices;* • *Erosion/winterization; and* • *Expansive/unstable soils.* *It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. Proof that earthwork has been performed in accordance with the recommendations of the design-level geotechnical report shall be provided to the City of Pittsburg Engineering Department.* *4.3-2(b)* *If any on-site soils identified for bioremediation are planned to be utilized for fill purposes, proof shall first be provided to the City of Pittsburg Engineering Department that such soils have been successfully remediated per the approved Remedial Action Plan.*	
4.3-3 Risks associated with substantial erosion or loss of topsoil.	PS	*4.3-3* *Prior to issuance of a grading permit for the Tuscany Meadows Subdivision, the project applicant shall submit, for the review and approval by the City Engineer, an erosion control plan that utilizes standard construction practices to limit the erosion effects during construction*	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		of the proposed project. Measures could include, but are not limited to, the following: • *Hydro-seeding;* • *Placement of erosion control measures within drainageways and ahead of drop inlets;* • *The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric);* • *The placement of straw wattles along slope contours;* • *Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to wash-out in any location they desire);* • *The use of siltation fences; and* • *The use of sediment basins and dust palliatives.*	
4.3-4 Cumulative increase in the potential for geological related impacts and hazards.	LS	*None required.*	N/A

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4.4 Hazards and Hazardous Materials			
4.4-1 Routine transport, use, or disposal of hazardous materials.	LS	*None required.*	N/A
4.4-2 An upset or accidental release of hazardous materials into the environment.	PS	*4.4-2(a)* *Prior to issuance of a grading permit for the Tuscany Meadows subdivision, the project applicant shall provide proof to the City that the soil contamination on-site has been contained in accordance with the approved RAP and has been remediated to the satisfaction of the San Francisco Bay RWQCB.* *4.4-2(b)* *Prior to approval of Grading and Improvement Plans, the project applicant shall coordinate with Chevron to determine the accurate depths and alignment of the pipelines by field checking and potholing the pipeline. Arrangements to potholing of the pipelines shall be made at least 48 hours in advance. The project applicant shall be responsible for providing a backhoe and operator, as well as a surveyor if needed. All construction plans that involve right-of-way encroachments shall be submitted to Chevron to allow for review.* *After determining the accurate depths and alignments of the pipelines, the project applicant shall further coordinate with Chevron regarding all work that could affect the pipelines in order to ensure compliance with*	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		applicable development restrictions and regulations, which would include, but would not be limited to, the following: • *Maintain a minimum of 12 inches of clearance between the pipelines and other cross-lines that intersect at a 90-degree angle, or a minimum of 24 inches of clearance for intersection angles less than 90-degrees;* • *Maintain a minimum of 24 inches of undisturbed clearance between the top of pipe and bottom of the sub grade for paving and grass or shallow rooted plants within the pipeline easements;* • *Prohibit deep-rooted trees and structures within pipeline easements;* • *All excavations within 24-inches of the pipelines shall be accomplished using hand tools only;* • *Restrict use of heavy vibratory equipment over pipelines; and* • *Notify Underground Service Alert (USA) at 800-227-2600 at least 48 hours prior to any excavation work.*	

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4.4-3 Located on a site included on a list of hazardous materials sites.	LS	*None required.*	N/A
4.4-4 Cumulative increase in the number of people who could be exposed to potential hazards associated with potentially contaminated soil and groundwater and an increase in the transport, storage, and use of hazardous materials from development of the proposed project in combination with other reasonable foreseeable projects in the region.	LS	*None required.*	N/A
4.5 Hydrology and Water Quality			
4.5-1 Existing drainage pattern and surface runoff.	LS	*None required.*	N/A
4.5-2 Construction-related surface water quality.	LS	*None required.*	N/A
4.5-3 Operational water quality associated with urban runoff from the project site.	LS	*None required.*	N/A
4.5-4 Groundwater recharge.	LS	*None required.*	N/A

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4.5-6 Cumulative impacts to hydrology and water quality within the City of Pittsburg.	LS	*None required.*	N/A
4.6 Land Use and Planning			
4.6-1 Compatibility with surrounding uses.	PS	*4.6-1 Prior to approval of design review, the project applicant shall submit a plan to the Pittsburg Planning Department that shows the amount and location of single-story and two-story residences. The Planning Department shall verify that all two-story residences comply with the setbacks set forth in the sale and purchase agreement for the Tuscany Meadows Tentative Map site between Chevron USA, Inc. and North State Development Company. Specifically, residential units may be developed within twenty (20) feet of the southern boundary and fifty (50) feet of the eastern boundary of the Los Medanos Pump Station. The insulation requirement is addressed in mitigation measures 4.7-3 (c) and 4.7-3 (d) in the Noise chapter of this EIR.*	LS
4.6-2 Consistency with the Pittsburg General Plan.	LS	*None required.*	N/A
4.6-3 Consistency with existing zoning.	LS	*None required.*	N/A
4.6-4 Consistency with CC LAFCo Standards.	LS	*None required.*	N/A
4.6-5 Cumulative land use and planning incompatibilities.	LS	*None required.*	N/A

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.7 Noise			
4.7-1 Construction noise impacts to existing sensitive receptors in the project vicinity.	S	*4.7-1* *Prior to issuance of Building Permits, the contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. The plan shall implement, but not be limited to, the following available control measures to reduce construction noise levels as low as practical:* • *Construction activities shall be limited to the hours between 8:00 AM and 5:00 PM, Monday through Saturday. No construction activities should occur on Sundays or federal holidays (Consistent with General Plan Policy 12-P-9 and as approved by the City Engineer and Chief Building Official);* • *Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;* • *Prohibit all unnecessary idling of internal combustion engines;* • *Route construction related traffic to and from the site via designated truck routes and avoid*	SU

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		residential streets where possible; • *Utilize "quiet" models of air compressors and other stationary noise sources where technology exists;* • *Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;* • *Shield adjacent sensitive uses from stationary equipment with individual noise barriers or partial acoustical enclosures;* • *Locate staging areas and construction material storage areas as far away as possible from adjacent land uses;* • *Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include the telephone number in the notice sent to neighbors*	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		regarding the construction schedule; and • *Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.* *The construction plan shall be submitted to the City Building Official for review and approval.*	
4.7-2 Construction vibration impacts to existing sensitive receptors in the project vicinity.	PS	*4.7-2* *In conjunction with submittal of Grading Plans for the Tuscany Meadows subdivision, the applicant shall show on the Grading Plans that, if necessary and feasible, alternate vibratory compaction equipment, such as a plate compactor or smaller, rubber tired equipment, shall be used when grading is required within 20 feet of existing residential land uses adjoining the project site.*	LS
4.7-3 Transportation noise impacts to proposed sensitive receptors in the project vicinity.	PS	*4.7-3(a)* *In conjunction with submittal of Improvement Plans, the applicant shall show on the Improvement Plans noise barriers six feet to twelve feet in height, as measured above the adjacent private outdoor activity areas, to shield private outdoor spaces adjacent to Buchanan Road, Somersville Road, and James Donlon Boulevard. In addition, the Plans shall require with notation that noise barrier walls shall be constructed of concrete panels, concrete masonry units, earthen berms, or any*	LS

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		combination of these materials. Wood is not recommended due to eventual warping and degradation of acoustical performance. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. See Figure 4.7-3 for the suggested location and heights of the preliminary noise barrier plan. The site and grading plans shall be subject to review and approval by the City Engineer.	
		4.7-3(b) In conjunction with submittal of the Site Plan for the multi-family site, the applicant shall show on the Site Plan that the common outdoor use areas would be located a minimum distance of 205 feet from the Buchanan Road centerline, or in areas shielded by multi-family residential buildings or noise barriers, in order to reduce the noise exposure to 65 dBA CNEL or less. The location of outdoor use areas, or attenuation provided by buildings or noise barriers, shall be confirmed based upon the final approved site and grading plans. As an alternative, the applicant shall provide a noise report identifying the noise barriers aimed to decrease traffic noise at outdoor activity areas which would result in traffic noise levels that comply with the exterior noise level criterion of 65 dB CNEL. The site and grading plans shall be subject to review and approval by the City	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Engineer.	
		4.7-3(c) *Prior to issuance of Building Permits, a qualified acoustical consultant shall review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by the City of Pittsburg to confirm that the design results in interior noise levels reduced to 45 dBA CNEL or lower. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. Potential measures could include, but would not be limited to, restriction of two-story homes, or incorporation of noise-insulating building materials such as windows with a sound transmission class rating of 35-38 and resilient channels for walls, for homes adjacent to Buchanan Road, Somersville Road, and James Donlon Boulevard.*	
		4.7-3(d) *Prior to issuance of Building Permits, the applicant shall show on the construction drawings that a suitable form of forced-air mechanical ventilation shall be installed as determined by the City Building Official, for units*	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		throughout the site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.	
4.7-4 Transportation noise impacts to existing sensitive receptors in the project vicinity.	LS	*None required.*	N/A
4.7-5 Cumulative traffic noise impacts.	LS	*None required.*	N/A
4.8 Public Services, Recreation, and Utilities			
4.8-1 Result in insufficient water supply available to serve the project from existing entitlements and resources, or require the construction of new water delivery, collection, or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	PS	*4.8-1 The developer shall provide all necessary documentation required by the CCWD for its application for inclusion of the project site in the CVP. No grading or building permits shall be issued until the project site has been annexed into the CCWD service area and the developer provides the City with a "Will Serve" letter from the CCWD verifying that the project site has been included in the CVP.*	LS

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4.8-2 Exceed wastewater treatment requirements of the applicable RWQCB, require the construction of new wastewater delivery, collection, or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or require sewer service that may not be available by the area's waste water treatment provider.	LS	*None required.*	N/A
4.8-3 Be served by a landfill exceeding the permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws.	LS	*None required.*	N/A
4.8-4 Increase the demand for additional fire protection services beyond the ability of the existing department to provide adequate service.	LS	*None required.*	N/A

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4.8-5 Increase the demand for additional law enforcement protection services beyond the ability of the existing department to provide adequate service.	LS	*None required.*	N/A
4.8-6 Increase the total number of students beyond the capacity of local school districts.	LS	*None required.*	N/A
4.8-7 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, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	PS	*4.8-7 The subdivider shall dedicate the amount of park land required for dedication at the time of the filing of the final or parcel map for the subdivision; or subject to approval by the Pittsburg Planning Commission, the subdivider shall provide a combination in-lieu fees and park dedication. Payment of in-lieu fees is required at a time consistent with subsections (E)(2)(b) and (c) of PMC Section 17.32.020.*	LS
4.8-8 Increase the demand for library services.	LS	*None required.*	N/A
4.8-9 Increase the demand for electricity and natural gas services.	LS	*None required.*	N/A

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4.8-10 Development of the proposed project, in combination with future buildout in the City of Pittsburg, could result in inadequate public services and utilities.	LS	*None required.*	N/A
4.9 Transportation, Traffic, and Circulation			
4.9-1 Traffic related to construction activities.	LS	*None required.*	N/A
4.9-2 Study roadway intersections.	PS	*Railroad Avenue & E. Leland Road* *4.9-2(a) Prior to approval of Improvement Plans, the Improvement Plans shall include an additional southbound left-turn lane and associated widening at the Railroad Avenue & E. Leland Road intersection, to the satisfaction of the City Traffic Engineer. [Implementation of this mitigation measure would cause an increase in traffic flow at other intersections in the area where right of way constraints exist. Thus, this mitigation measure would be considered infeasible.]* *Harbor Street & Buchanan Road*	SU

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		4.9-2(b) *Harbor Street & Buchanan Road intersection – Widening of Buchanan Road to allow for the construction of two through lanes on the westbound approach as well as two receiving lanes on the west side of the intersection. [Infeasible]* *Or,* *Construction of the JDE from Somersville Road to Kirker Pass Road. [Economically infeasible]* <u>*Somersville Road & Buchanan Road*</u> *4.9-2(c)* *Somersville Road & Buchanan Road intersection – Construct an additional eastbound left turn lane to allow for a dual left turn movement onto northbound Somersville Road and an additional northbound lane to allow for a dual left turn movement onto westbound Buchanan Road. [Infeasible]* *Or,* *Implementation of PM peak hour metering of southbound Kirker Pass Road & Pheasant Drive intersection. PM peak hour metering shall be studied and approved prior to implementation. [Outside of*	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Pittsburg jurisdiction] *Or,* *Construction of the JDE from Somersville Road to Kirker Pass Road. [Economically infeasible]*	
4.9-3 Study roadway intersections under Baseline Plus Project conditions	S	*4.9-3(a) Implement Mitigation Measure 4.9-2(a), 4.9-2(b), and 4.9-2(c).* <u>*Loveridge Road & Buchanan Road*</u> *4.9-3(b) Widening of Buchanan Road at the Loveridge Road & Buchanan Road intersection, to allow for the construction of two through lanes on the westbound approach as well as two receiving lanes on the west side of the intersection. [Infeasible]* *Or,* *Construction of the JDE from Somersville Road to Kirker Pass Road. [Economically infeasible]* <u>*Buchanan Road & Ventura Drive*</u> *4.9-3(c) Widening of Buchanan Road at the Buchanan Road &*	SU

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Ventura Drive intersection, to allow for the construction of two through lanes on the eastbound approach as well as two receiving lanes on the east side of the intersection. [Infeasible] *Or,* *Implementation of PM peak hour metering of southbound Kirker Pass Road at Pheasant Drive. [Outside of Pittsburg jurisdiction]* *Or,* *Construction of the JDE from Somersville Road to Kirker Pass Road. [Economically infeasible]* <u>*Buchanan Road & Tuscany Meadows Drive*</u> *4.9-3(d)* *Widening of Buchanan Road at the Buchanan Road & Tuscany Meadows Drive intersection, to allow for the construction of two through lanes on the eastbound approach as well as two receiving lanes on the east side of the intersection. [Infeasible]* *Or,*	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Relocation of control point metering to this intersection and implementation of PM peak hour metering of southbound Kirker Pass Road at Pheasant Drive. [Outside of Pittsburg jurisdiction] *Or,* *Construction of the JDE from Somersville Road to Kirker Pass Road. [Economically infeasible]* <u>*Buchanan Road & Tuscany Meadows Apartments Intersection*</u> *4.9-3(e) Widening of Buchanan Road at the Buchanan Road & Tuscany Meadows Apartments intersection, to allow for the construction of two through lanes on the eastbound approach as well as two receiving lanes on the east side of the intersection. [Infeasible]* *Or,* *Implementation of PM peak hour metering of southbound Kirker Pass Road at Pheasant Drive. [Outside of Pittsburg jurisdiction]* *Or,*	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Construction of the JDE from Somersville Road to Kirker Pass Road. [Economically infeasible]	
4.9-4 Study freeway facilities.	LS	*None required.*	N/A
4.9-5 Alternative transportation facilities.	PS	*4.9-5(a)* *Prior to approval of Improvement Plans for Phase I improvements, the Improvement Plans shall include bus turnouts, including shelters and bicycle racks, on both sides of Buchanan Road adjacent to the proposed intersection with Tuscany Meadows Drive. The turnouts, shelters, and bicycle racks shall be constructed with the roadway improvements.* *4.9-5(b)* *The Phase I improvements of the proposed project shall include completion of a multi-use trail/path connection to the Delta De Anza Trail. The final location and design of the trail/path shall be submitted to the City Engineer for review and approval prior to approval of Improvement Plans.* *4.9-5(c)* *Prior to approval of Improvement Plans for either the multi-family or the contiguous single-family residential portion of the proposed project, whichever is submitted first, the Improvement Plans shall include a pedestrian trail connection between the multi-family and single-family residential portions of the project site, for review and approval by the City Engineer.*	LS
4.9-6 Site access and circulation.	LS	*None required.*	N/A

NI = *No Impact*; N/A = *Not Applicable*; LS = *Less-than-Significant*; PS = *Potentially Significant*; S = *Significant*; SU = *Significant and Unavoidable*

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.9-7 Study roadway intersections under Cumulative Plus Project conditions.	S	*4.9-7(a) Implement Mitigation Measures 4.9-2(b) and 4.9-3(a).*	SU
4.9-8 Study freeway facilities under cumulative conditions.	LS	*None required.*	N/A
4.9-9 Alternative transportation facilities under cumulative conditions.	PS	*4.9-9 Implement Mitigation Measures 4.9-5(a), 4.9-5(b), and 4.9-5(c).*	LS

NI = *No Impact*; N/A = *Not Applicable*; LS = *Less-than-Significant*; PS = *Potentially Significant*; S = *Significant*; SU = *Significant and Unavoidable*