6.0 CEQA Mandated Sections

This section discusses topics statutorily required by the California Environmental Quality Act (CEQA) concerning the long-term implications of the proposed project. The topics discussed include growth-inducing impacts, significant irreversible environmental changes, including irretrievable commitment of resources, significant and unavoidable environmental impacts, and effect not found to be significant.

6.1 GROWTH-INDUCING IMPACTS

Public Resources Code (PRC) Section 21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an environmental impact report (EIR). State CEQA Guidelines Section 15126(g) states that a proposed project is growth-inducing if it could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included in the definition are projects that would remove obstacles to population growth. Growth-inducing impacts associated with the proposed project and expansion onto adjacent vacant land are described in Section 13, Population and Housing, of the Initial Study and in the Columbia Solar Project Mitigated Negative Declaration (State Clearinghouse No. 2013012038) (see **Appendix A**). As discussed therein, the proposed project does not include the construction of any housing or new businesses and would not extend infrastructure to other surrounding properties. The project would increase the number of employees at the facility by 62 (from 83 to 145). With an unemployment rate of 9.0 percent or approximately 47,800 people (as of August 2012), Contra Costa County's existing workforce should be sufficient to fill these positions without requiring additional employees moving into the area or otherwise requiring the construction of new housing. Therefore, the proposed project would not directly induce substantial population growth in the city.

The proposed project would increase the capacity of solid waste handling for the cities and unincorporated communities it serves, thereby potentially removing a barrier to future development and growth. However, the availability of solid waste handling capacity would generally not be considered a service that would itself induce population growth. In fact, the proposed increase in the facility's programs and capacities are in response to anticipated growth in the region as projected by the City's General Plan and the Association of Bay Area Governments. Therefore, the proposed project would not induce growth beyond current projections.

6.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of less than significant. Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine whether the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City can approve a project with unavoidable adverse impacts if it prepares a Statement of Overriding Considerations setting forth the specific reasons for making such a judgment.

The following impacts of the proposed project have been recognized as significant and unavoidable at the project level or in the cumulative context, and are specifically identified in Sections 3.1 through 3.8 of this Draft EIR. The reader is referred to the specific environmental issue area for further details and analysis of these significant and unavoidable impacts.

AIR QUALITY

Impact 3.1.1 Construction-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts.

The proposed project will result in short-term emissions from construction activities. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities. Off-road construction equipment is often diesel-powered and can be a substantial source of NO_X emissions, in addition to PM_{10} and $PM_{2.5}$ emissions. Worker commute trips and the application of architectural coatings are typically the dominant sources of ROG emissions.

With implementation of mitigation measures identified for the project, maximum daily construction-related emissions of ROG would be reduced to approximately 58 lbs/day and NO_X would be reduced to approximately 61 lbs/day, or less. The proposed mitigation also includes best management practices for the control of fugitive dust emissions, as recommended by the BAAQMD. With mitigation, maximum daily emissions would still be projected to exceed the BAAQMD's significance threshold of 54 lbs/day for each pollutant. It is important to note that to ensure a conservative analysis, maximum daily emissions were calculated assuming that all facility improvements identified for a given year (excluding initial site preparation and grading activities) could potentially occur on the same day. Actual emissions would vary depending on the specific construction activities conducted. Nonetheless, given that detailed construction schedules for the proposed improvements are not yet available and because maximum daily emissions with mitigation would be projected to exceed BAAQMD's significance thresholds, this impact would be considered significant and unavoidable.

TRANSPORTATION AND CIRCULATION

Impact 3.7.1 Implementation of the proposed project would result in the degradation of operations at two study intersections.

Based on Contra Costa Transportation Authority (CCTA) methodology, with the addition of project traffic under typical operating conditions, the Pittsburg-Antioch Highway/Loveridge Road intersection would degrade from LOS B to a LOS high-D during the AM peak hour, and would degrade from LOS E to LOS F (an increase in V/C of more than 0.01) during the PM peak hour, thus resulting in a significant impact.

Based on the Highway Capacity Manual (HCM) methodology, both SR 4 Eastbound Ramps/Loveridge Road and the Pittsburg-Antioch Highway/Loveridge Road intersections would operate at LOS E or F during at least one of the peak hours with the addition of project traffic under typical operating conditions. The project driveways would continue to operate at acceptable service levels.

Based on CCTA methodology with the addition of project traffic under maximum permitted operating conditions, the SR 4 Eastbound Ramps/Loveridge Road intersection would degrade to a LOS high-D (V/C of 0.85 to 0.90) during the PM peak hour, thus resulting in a significant impact.

Additionally, the Pittsburg-Antioch Highway/Loveridge Road intersection would degrade from LOS B to LOS F during the AM peak hour and would degrade from LOS E to LOS F (an increase in V/C of more than 0.01) during the PM peak hour, thus resulting in a significant impact.

Based on the HCM methodology, both the SR 4 Eastbound Ramps/Loveridge Road and Pittsburg-Antioch Highway/Loveridge Road intersections would operate at LOS F during at least one of the peak hours with the addition of project traffic under maximum permitted operating conditions. The project driveways would continue to operate at acceptable service levels.

Impact 3.7.2 Operations at the Pittsburg-Antioch Highway/Loveridge Road intersection are projected to degrade with the addition of project traffic.

With the addition of project traffic under typical operating conditions, based on the CCTA methodology, all study intersections and project driveways are projected to operate at acceptable levels. However, based on the HCM methodology, the Pittsburg-Antioch Highway/ Loveridge Road intersection would operate at LOS F during both AM and PM peak hours with the addition of typical operating condition project traffic, creating a significant impact.

With the addition of project traffic under maximum permitted operating conditions based on CCTA methodology, the Pittsburg-Antioch Highway/Loveridge Road intersection would degrade to LOS D during the AM peak hour and to LOS E during the PM peak hour. Based on the HCM methodology, the Pittsburg-Antioch Highway/Loveridge Road intersection would operate at LOS F during both AM and PM peak hours with the addition of project traffic under maximum permitted and typical operating conditions.

The driveways would continue to operate at acceptable service levels.

6.3 EFFECTS NOT FOUND TO BE SIGNIFICANT

CEQA Guidelines Section 15128 requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The CEQA Guidelines dictate that such a statement may be contained in an attached copy of an Initial Study. An Initial Study was prepared by the City of Pittsburg for the proposed project and was circulated with the Notice of Preparation (NOP) for public comment. A copy of the Initial Study, along with the NOP and comment letters, is attached in **Appendix A** of this Draft EIR. The Initial Study and the Columbia Solar Project Mitigated Negative Declaration concluded that the following issue areas would result in no impact or a less than significant impact given the existing conditions of the project site (e.g., none of the relevant resources are present on the project site) or the nature of the proposed project (e.g., the proposed project would not impact the relevant resources):

- Aesthetics
- Agriculture Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Mineral Resources
- Noise
- Population and Housing
- Recreation

In addition, the proposed project would have no impact or a less than significant impact associated with the following topics (see Sections 3.1 through 3.8), in some cases with mitigation:

- Generation of air emissions (mitigated)

- Generation of greenhouse gases
- Exposure to hazards or hazardous materials
- Effects on water quality, drainage, and groundwater recharge
- Flooding
- Land use impacts
- Demand for public services or utilities