

This section provides an overview of the proposed Mt. Diablo Resource Recovery Park project (project; proposed project) and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate section (3.1 through 3.8) in Chapter 3, Environmental Analysis, of this Draft Environmental Impact Report (Draft EIR; DEIR).

The City of Pittsburg was identified as the lead agency for the proposed project. In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City prepared and distributed a Notice of Preparation (NOP) of an EIR on May 18, 2011 (SCH# 2011052053). This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. The NOP is presented in **Appendix A**. In addition, an Initial Study was prepared for the project and released for public review at the same time as the NOP. The Initial Study is also included in **Appendix A**. The City filed a Notice of Completion with the State Clearinghouse for the Draft EIR on December 16, 2014, concurrently kicking off a 45-day public review period for the Draft EIR document and associated technical appendices. The public review period on the Draft EIR ends on January 30, 2015, after which the City will respond in writing to all environmental comments received and incorporate those into a Final Environmental Impact Report (FEIR) for consideration by the City of Pittsburg City Council.

## **ES1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT**

This Draft EIR provides an analysis of the potential environmental effects associated with the approval of the proposed project, pursuant to CEQA (California Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations, Section 15000, et seq.). For a complete description of the project, see Section 2.0, Project Description, of this DEIR.

The DEIR analysis focuses on potential impacts that could result from development of the proposed project. Where appropriate, some impacts are analyzed under future conditions, which assume buildout of reasonably foreseeable projects in the area as appropriate under cumulative analysis conditions. All project-specific impacts are measured against the conditions that existed at the time of release of the Notice of Preparation (May 2011).

## **ES2 PROJECT CHARACTERISTICS**

The proposed project consists of a Conditional Use Permit (CUP) to expand the capacity, operations, and land area of the existing Mt. Diablo Recycling Facility (MDRF) and the Recycling Center and Transfer Station (RCTS). The expanded facility will be called the Mt. Diablo Resource Recovery Park (MDRRP). The MDRRP will consist of the Mt. Diablo Recycling Facility, Transfer/Processing Facility, Mixed Construction and Demolition (C&D) Processing Facility, and Organics Processing Facility (currently known as the Green Material Processing Operations Area), which are existing facilities proposed for operational expansion. The project also includes a proposal for a new Biomass Gasification Unit, the addition of a 15-acre parcel adjacent to and west of the existing site for vehicle and equipment storage, and the addition of the 3.5-acre parcel located south of the existing site for a new truck maintenance facility and yard that would be relocated from a site east of the MDRRP across Loveridge Road. Concurrently, the solid waste permit is being revised to reflect the proposed project components. A summary of the proposed operational and physical changes to the facility is provided below.

### MT. DIABLO RECYCLING FACILITY

The proposed project would result in the following changes to the existing Mt. Diablo Recycling Facility:

- Increase the permitted tonnage from 500 tons per day (TPD) to 1,000 TPD.
- Add a second processing line for commercial material consistent with AB 341, which requires a commercial recycling program.
- Include additional commingled recyclable materials for processing.
- Add solar panels to the rooftop to generate 800 kilowatts of energy.
- Expand area to provide additional parking and commodity and equipment storage.

### TRANSFER/PROCESSING FACILITY

The proposed project would result in the following changes to the existing RCTS:

- Increase the permitted tonnage of municipal solid waste transferred and processed at the facility from 1,500 to 2,700 TPD.
- Add commercial and residential food waste processing capacity within the building to produce up to 480 TPD of compost and/or anaerobic digestion feedstock.
- Add solar panels to the rooftop to generate 800 kilowatts-hours of energy (combined output with the panels on the roof of the MDRF).
- Expand area to provide additional parking and commodity and equipment storage.

### ORGANICS PROCESSING FACILITY

The project proposes the following changes to the existing Green Material Processing Area:

- Allow the processing of co-collected green material and food material from residential sources.
- Increase permitted tonnage from 200 to 800 TPD with up to 10,000 cubic yards of storage.
- Increase the permitted operating hours from 7 a.m. to 6 p.m. to 24 hours per day.
- Add a second grinder.

### MIXED C&D PROCESSING FACILITY

The project proposes the following changes to the existing Mixed C&D Processing Facility:

- Add additional bays to the existing processing line.
- Add a second similar processing line.

- Increase the permitted tonnage from 450 to 1,000 TPD.
- Add additional processing for dry commercial recyclables and self-haul wastes.
- Expand areas for storage of commodities and equipment, and parking.
- Increase the operating hours from 7 a.m. to 5 p.m. to 4 a.m. to 10 p.m.

#### BIOMASS GASIFICATION UNIT

The project proposes to construct and operate a Biomass Gasification Unit (BGU) on a currently undeveloped site located at the northwestern corner of the project site. The proposed BGU portion of the project would include the following:

- Construct and operate a BGU.
- Allow 24-hour operation and maintenance of the unit.
- Utilize 40 TPD of clean wood chips processed at the on-site Organics Processing Facility or the Material Processing Area as the fuel source for the BGU.
- Generate 1 megawatt per hour of renewable energy primarily for use for on-site operations.
- Install transmission lines to power the Mt. Diablo Recycling Facility and the Mixed C&D Processing Facility and to sell excess electricity to Pacific Gas and Electric (PG&E).

#### TRUCK MAINTENANCE FACILITY AND YARD

The project proposes to construct and operate a Truck Maintenance Facility and Yard on an approximate 3.5 acre area located at the southeastern portion of the site (former GWF site). The proposed facility would replace an existing facility currently located east of the project site across Loveridge Road. The proposed Truck Maintenance Facility and Yard would include the following:

- Construct and operate an 18,000 square foot building, comprised of a 15,600 square foot shop and a 2,400 square foot office/storage area, with 2,000 square feet of open air canopies.
- Relocate the existing truck fueling island from the MDRF main parking area.

#### ADDITIONAL LAND

The project proposes to add land to accomplish the following:

- Add 15 acres along the westerly border for vehicle and equipment storage, and containerized commodity storage.
- Add the 3.5-acres along the southerly border for the truck maintenance facility and yard discussed above.

### ES3 PROJECT ALTERNATIVES SUMMARY

The CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. Section 5.0, Alternatives to the Project, provides a qualitative analysis of alternatives as compared to the proposed project. Alternatives identified for the proposed project include the following:

**Alternative 1—No Project Alternative.** Alternative 1, the no project alternative, assumes the existing Mt. Diablo Recycling Center and Transfer Station would continue to operate under its current permitted capacities and that no physical improvements would be made at the project site. This alternative also assumes that no revisions would be made to the facility's current Solid Waste Facility Permit issued by the California Department of Resources Recycling and Recovery (CalRecycle). The facility is currently permitted to process a throughput of 2,650 tons per day (TPD).<sup>1</sup> The facility currently processes less than its permitted capacity, approximately 1,181 TPD. This alternative assumes that the facility would ultimately increase operations to the permitted levels (a 125 percent increase from existing operations), with a proportionate increase in the number of truck and vehicle trips entering and leaving the site. The current permitted capacity is less than the total capacity requested for the proposed project, which is 5,500 TPD.

**Alternative 2—Biomass and Solar Alternative.** Alternative 2, the biomass and solar alternative, assumes that the facility's permitted capacities would not be increased and no new programs would be added to the Mt. Diablo Recycling Facility, Transfer/Processing Facility, Mixed Construction and Demolition (C&D) Processing Facility, or Organics Processing Facility, with the exception of the 40 tons per day increase in clean wood chips to fuel the biomass plant. This alternative assumes only the construction of the Biomass Gasification Unit on approximately 3.5 acres of expansion land and installation of the solar panels would move forward. Because the facility's capacities would not be substantially increased, no revisions to the facility's Solid Waste Facility Permit would be requested and the proposed addition of sort lines, bays, and other equipment would not be required.

**Alternative 3—Limited Expansion Alternative (Typical Operating Conditions).** Alternative 3, the limited expansion alternative, assumes that there would be increases at the Mt. Diablo Recycling Facility, Transfer/Processing Facility, Mixed Construction and Demolition (C&D) Processing Facility, or Organics Processing Facility. The existing facility has historically operated below the facility's permitted levels. While the DEIR analysis assumes that the expanded facility under the proposed project would operate every day at the maximum permitted level currently requested, the limited expansion alternative assumes the permit would seek an expansion to only 55 percent of the requested permit level of the proposed project. Therefore, the operating condition of the facility under the limited expansion alternative (operating at 55 percent of the maximum permitted level under the proposed project) would be 3,050 tons per day (TPD), compared to 5,500 TPD for the proposed project. This alternative was analyzed as "typical operating conditions" in the traffic impact study and in Section 3.7, Transportation and Circulation of this DEIR.

**ES4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED**

Comments received on the NOP are included in **Appendix A** of this Draft EIR. Comments that are related to the scope of the environmental analysis are summarized in Section 1.0, Introduction, and include issues such as traffic operations, solid waste operations, odor and wastewater service. Additional comments were received that did not concern the adequacy or scope of the environmental analysis under CEQA.

Concerns raised in response to the NOP were considered during the preparation of the Draft EIR.

**ES5 SUMMARY OF ENVIRONMENTAL IMPACTS**

**Table ES-1** displays a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure. For detailed discussions of project impacts and mitigation measures, the reader is referred to the technical environmental analysis in Sections 3.1 through 3.8 in this Draft EIR.

Of the potential environmental impacts discussed in the Draft EIR, the following air quality and traffic impacts are considered significant and unavoidable. 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 insignificance.

The significant and unavoidable project impacts are in the following air quality and traffic topic areas. The traffic topic areas are further identified as “typical operating conditions” at approximately 55 percent of permitted capacity and “maximum permitted operating conditions” at 100 percent permitted capacity (see Section 3.7, Transportation and Circulation, of this Draft EIR for further discussion of typical and maximum operating conditions):

- Short-Term Construction Emissions (Impact 3.1.1). Mitigation identified for the project, which include measures to reduce fugitive dust, area-source, and mobile-source emissions, would reduce maximum daily construction emissions but not below the BAAQMD’s significance threshold of 54 lbs/day for each pollutant. Therefore, short-term construction emissions remain significant and unavoidable.
- Project-Specific Traffic Impacts (Impact 3.7.1). Mitigation identified for the project, which includes payment of Capital Improvement Program (CIP) fees, would improve level of service at impacted intersections to less than significant. However, while the improvements are listed in the CIP, there is no funding plan identified. Since funding for the full improvement is not certain, this impact remains significant and unavoidable.
  - *Typical Operating Conditions*—Based on Contra Costa Transportation Authority (CCTA) methodology, the Pittsburg-Antioch Highway/Loveridge Road intersection would degrade from level of service (LOS) B to LOS high-D during the AM peak hour and would degrade from LOS E to LOS F (an increase in the volume-to-capacity ratio (V/C) of more than 0.01) during the PM peak hour.
  - *Maximum Permitted Operating Conditions*—Based on CCTA methodology, the SR 4 Eastbound Ramps/Loveridge Road intersection would degrade to 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. Based on the Highway Capacity Manual (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.

- Cumulative Traffic Impacts (Impact 3.7.2. While most intersections studied in the DEIR would operate acceptably under cumulative conditions, the addition of project-generated traffic to projected future traffic would result in unacceptable conditions under typical operating conditions or maximum permitted operating conditions. The traffic study determined that widening along Loveridge Road to accommodate an additional northbound lane may be infeasible due to the railroad crossing and right-of-way constraints. Therefore, the operating conditions at this intersection remain significant and unavoidable.
  - *Typical Operating Conditions*—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 typical operating conditions.
  - *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.

TABLE ES-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>3.1 Air Quality</b>			
<p><b>Impact 3.1.1</b> 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.</p>	PS	<p><b>MM 3.1.1</b></p> <p>a. The proposed project shall implement BAAQMD-recommended best management practices for the control of fugitive dust including, but not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved areas of vehicle travel) shall be watered two times per day.</li> <li>2. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>3. All vehicle speeds on on-site unpaved areas shall be limited to a maximum of 15 miles per hour.</li> <li>4. All parking areas, equipment pads, and driveways shall be paved as soon as possible. Equipment pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>5. Where applicable, plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible.</li> </ol>	SU

LS – Less than Significant    PS – Potentially Significant

S – Significant

SU – Significant and Unavoidable

LCC – Less than Cumulatively Considerable

CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>6. A publicly visible sign shall be posted at the site entrance identifying the telephone number and name of the person to contact at the construction site regarding dust complaints. The phone number of the City contact person and/or department shall also be posted to ensure compliance. All complaints, including any necessary corrective actions implemented to address the complaint, shall be documented and responded to within 48 hours. Designated City compliance monitoring staff and/or department shall be notified of all complaints received.</p> <p>b. The following measures shall be implemented to reduce construction-generated mobile-source emissions:</p> <ol style="list-style-type: none"> <li>1. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>2. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> </ol>	



Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>3. Heavy-duty (i.e., 25 horsepower or greater) off-road construction equipment shall, at a minimum, meet Tier 3 emission standards.</p> <p>c. The above measures or any additional or modified measures listed by the Bay Area Air Quality Management District at the time of construction shall be implemented to the degree mandated by the discretion of the City at the time of issuance of any development permits.</p> <p>Timing/Implementation: Measures shall be added as conditions of approval for all development permits</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p>	
<p><b>Impact 3.1.2</b> Long-term operational 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.</p>	<p>PS</p>	<p><b>MM 3.1.2a</b> The project applicant shall demonstrate that all heavy-duty off-road equipment (i.e., 25 hp or greater) used at the project site meets, at a minimum, CARB's Tier 4i emission standards.</p> <p>Timing/Implementation: Prior to operation of new facilities</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department and Department of Environmental Affairs</p> <p><b>MM 3.1.2b</b> The operator shall provide a report on the throughput tonnage processed at the facility that would result in operational emissions of NO<sub>x</sub> at 90% of the allowable threshold of 54 pounds per day and 10 tons per year (i.e., 48.6 pounds of NO<sub>x</sub> per day or nine tons of NO<sub>x</sub> per year).</p>	<p>LS</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>The report shall be included as a condition of approval of the use permit and shall be completed by a qualified air quality professional within one year of approval of the use permit for the expansion. Project-generated tonnages and estimated emissions based on the report shall be evaluated commencing at the five-year state permit review and each year thereafter as tonnage reports are submitted to the City Department of Environmental Affairs and Development Services Department. Once the throughput tonnages reach the amount determined in the report to result in 48.6 pounds of NO<sub>x</sub> daily or nine or more tons of NO<sub>x</sub> annually, the operator shall prepare and submit project-generated emissions reports, as described in MM 3.1.2c.</p> <p>Timing/Implementation: Completion of the report shall be a condition of approval of the use permit and shall be completed prior to issuance of the Solid Waste Facility Permit.</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department and Department of Environmental Affairs.</p> <p>MM 3.1.2c Once the project receives a tonnage throughput resulting in 90% of assumed Nox emissions (48.6 pounds of NO<sub>x</sub> per day or nine tons of NO<sub>x</sub> per year) as indicated by annual tonnage reports submitted to the City's Department of Environmental Affairs and Development</p>	

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>Services Department, the operator shall obtain the services of a qualified specialist, approved by the City Development Services Department in conjunction with the Department of Environmental Affairs, to prepare and submit an annual air quality report showing project-generated NOx emissions. The annual emissions evaluation shall identify project-generated increases in emissions over those existing at the time of the approval of the use permit, any emission reduction strategies that have been implemented (i.e., use of cleaner equipment, etc.), and any emissions offsets or additional mitigation measures, as described in MM 3.1.2d, that will be implemented sufficient to achieve the threshold of 54 pounds of NOx per day or 10 tons of NOx per year. Emissions analyses shall be submitted to the City by April 1 of the following year. Upon approval of the annual air quality report by the City, documentation of any emissions offsets or additional mitigation strategies that have been implemented shall be provided to the City within 30 calendar days.</p> <p>Timing/Implementation: Annually as described</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department and Department of Environmental Affairs</p> <p><b>MM 3.1.2d</b> Based on the information provided in the annual report described in MM 3.1.2c, the proposed project shall implement on-</p>	

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>site control measures and/or purchase emissions offsets sufficient to limit net increases (as defined) in operational NOx emissions to no more than 54 pounds per day or 10 tons of NOx per year. Measures shall be implemented on an ongoing basis corresponding to increases in operational activities. Measures to be implemented to reduce operational NOx emissions may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Use of alternatively fueled vehicles and off-road equipment</li> <li>• Electrification of on-site equipment.</li> <li>• Reductions in the number of pieces of motorized equipment and/or hours of use.</li> <li>• Replacement/conversion of existing off-road equipment sufficient to meet, at a minimum, ARB’s Tier 4i emission standards, or equivalent.</li> <li>• Secure emission reduction credits (ERCs) to offset NOx emissions per BAAQMD Regulations 2-2-215, 302, and 303.</li> </ul> <p>Timing/Implementation: Annually as described                      Enforcement/Monitoring: City of Pittsburg Development Services Department and Department of Environmental Affairs</p>	
<p><b>Impact 3.1.3</b> Implementation of the proposed project would not contribute to traffic volumes at primarily affected intersections that would exceed BAAQMD’s screening criteria. As a result, localized concentrations of mobile-</p>	<p>LS</p>	<p>None required.</p>	<p>LS</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
source CO are not projected to exceed applicable ambient air quality standards.			
<b>Impact 3.1.4</b> Implementation of the proposed project would not result in incremental increases in risk or hazards at nearby sensitive receptors that would exceed applicable significance thresholds.	LS	Implement mitigation measure MM 3.1.2a	LS
<b>Impact 3.1.5</b> Subsequent land use activities associated with implementation of the proposed project would not create objectionable odors affecting a substantial number of people due to compliance with an Operations and Odor Impact Minimization Plan submitted with the proposed land use application.	LS	None required.	LS
<b>Impact 3.1.6</b> The proposed project, in combination with emission sources in the San Francisco Bay Area Air Basin, would result in a cumulatively considerable net increase of criteria air pollutants and precursors.	LCC	Implement mitigation measures MM 3.1.1 and MM 3.1.2a through d.	LCC
<b>Impact 3.1.7</b> The proposed project, in combination with nearby emission sources, would not result in predicted risks or hazards that would exceed applicable significance thresholds at nearby sensitive receptors.	LCC	Implement mitigation measure MM 3.1.2a	LCC
<b>Impact 3.1.8</b> Implementation of the proposed project would not result in a cumulatively considerable increase of odorous emissions that would adversely impact nearby sensitive receptors.	LCC	None required.	LCC

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>3.2 Climate Change and Greenhouse Gases</b>			
<b>Impact 3.2.1</b> Implementation of the proposed project would not result in a net increase in greenhouse gas emissions that could potentially conflict with the goals of AB 32 or result in a significant impact on the environment.	LCC	None required.	LCC
<b>3.3 Hazards and Hazardous Materials</b>			
<b>Impact 3.3.1</b> Implementation of the proposed project would result in the routine transport, use, and disposal of hazardous materials during both construction and operation that could pose a potential hazard to the public and the environment. However, federal, state, and local regulations provide a comprehensive regulatory system for handling, using, and transporting hazardous materials in a manner that protects human health and the environment	LS	None required.	LS
<b>Impact 3.3.2</b> Construction workers could be exposed to hazardous materials during site preparation. However, compliance with existing applicable worker health and safety laws and regulations would minimize potential for exposure.	LS	<b>MM 3.3.2a</b> The project applicant shall either update the existing facility's Construction Worker Site Health and Safety Plan or prepare a new plan to include the entire current project site and proposed site preparation and construction activities. The completed plan shall be implemented during all project construction activities. The plan shall address the potential for workers to be exposed to contaminated soils and shall provide specific measures to be implemented to ensure worker health and safety. These measures may include site controls, use of protective clothing, soil watering, hazard awareness training for workers, and/or emergency medical response procedures.	LS

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Timing/Implementation: Prior to issuance of grading permits for the 18.5 acre expanded site  Enforcement/Monitoring: City of Pittsburg Development Services Department/Department of Toxic Substances Control (DTSC)	
		<b>MM 3.3.2b</b> The project applicant shall comply with all relevant requirements of the Covenant to Restrict Use of Property, Environmental Restriction (Re: A limited portion of County of Contra Costa APN 073-200-021 UPI Pittsburg Facility Site L-A Property, DTSC site code number 520024), DOC-2010-0132574-00 recorded by the Contra Costa County Clerk-Recorder's office on July 1, 2010.  Timing/Implementation: During Site Preparation and Construction  Enforcement/Monitoring: City of Pittsburg Development Services Department/DTSC	
<b>Impact 3.3.3</b> Construction and operation of the proposed project would not interfere with implementation of the City's Emergency Operations Plan (EOP).	LS	None required.	LS
<b>Impact 3.3.4</b> Implementation of the proposed project, along with other proposed, planned, approved, and reasonably foreseeable projects in the area, would have a less than cumulatively considerable impacts related to hazards and hazardous materials.	LCC	None required.	LCC

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>3.4 Hydrology and Water Quality</b>			
<b>Impact 3.4.1</b> On-site drainage is treated by existing on-site water quality measures to minimize pollutant load. Wastewater generated on-site is treated at the Delta Diablo Sanitation District Wastewater Treatment Plant, which is in compliance with all applicable water quality standards and waste discharge requirements.	LS	None required.	LS
<b>Impact 3.4.2</b> Implementation of the proposed project would not result in the depletion of groundwater supplies or interference with groundwater recharge.	LS	None required.	LS
<b>Impact 3.4.3</b> Implementation of the proposed project would result in a slight increase in on-site stormwater runoff. However, the existing on-site drainage system has adequate capacity to accept, treat, and convey increased flows. In the case that the 3.5 acre area to the south is rerouted to the ditch, a 0.2 acre detention system would be constructed to not exceed the available capacity of the downstream ditch.	LS	None required.	LS
<b>Impact 3.4.4</b> Construction activities could introduce pollutants and sediments into stormwater runoff on the project site, potentially degrading downstream surface drainages and groundwater.	LS	None required.	LS
<b>Impact 3.4.5</b> Operation of the proposed project would introduce sediments and other contaminants typically associated with commercial development into stormwater runoff, potentially resulting in the degradation of downstream surface water and underlying groundwater quality.	LS	None required.	LS



Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p><b>Impact 3.4.6</b> A portion of the project site proposed for development is located within a flood zone. In addition, the project site is located in proximity to the Suisun Bay/Sacramento River Delta and may be at risk of flooding as a result of seiche/tsunami waves. However, compliance with existing City standards would minimize potential hazards.</p>	LS	None required.	LS
<p><b>Impact 3.4.7</b> The proposed project, in combination with approved, proposed, and other reasonably foreseeable projects in the cumulative setting area, would not contribute significantly to degradation of water quality in area surface drainages and groundwater supplies.</p>	LCC	None required.	LCC
<p><b>Impact 3.4.8</b> The proposed project, in combination with approved, proposed, and other reasonably foreseeable projects in the cumulative setting area, would place structures within a flood zone. However, compliance with existing City standards would minimize potential hazards.</p>	LCC	None required.	LCC
<b>3.5 Land Use</b>			
<p><b>Impact 3.5.1</b> The proposed project is consistent with the existing land use designation and zoning district for the site and requires a Use Permit.</p>	LS	None required.	LS
<p><b>Impact 3.5.2</b> The proposed project, in combination with other approved, proposed, and reasonably foreseeable projects in the cumulative study area, could conflict with the City's Zoning Ordinance.</p>	LCC	None required.	LCC

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>3.6 Public Services and Utilities</b>			
<b>Impact 3.6.1.1</b> Implementation of the proposed project could result in an increased demand for fire protection services, requiring new or expanded CCCFPD facilities or equipment.	LS	None required.	LS
<b>Impact 3.6.1.2</b> The project proposes modifications to the layout of the facilities and operations on the project site that may result in inadequate access for emergency vehicles and personnel in the event of a fire or other emergency situation.	LS	<i>None required.</i>	LS
<b>Impact 3.6.1.3</b> The project would contribute to cumulative demand for fire protection and emergency medical services.	LCC	None required.	LCC
<b>Impact 3.6.2.1</b> Implementation of the proposed project would substantially increase the facility's water demands. However, the City and its wholesale provider would have sufficient water supplies available to meet the project's demand.	LS	None required.	LS
<b>Impact 3.6.2.2</b> The proposed project, in combination with other cumulative development, would increase demand for potable water.	LCC	None required.	LCC
<b>Impact 3.6.3.1</b> The proposed project could exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	LS	None required.	LS
<b>Impact 3.6.3.2</b> Implementation of the proposed project could require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	LS	None required.	LS

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>Impact 3.6.3.3</b> Implementation of the proposed project could result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	LS	None required.	LS
<b>Impact 3.6.3.4</b> The proposed project, combined with other cumulative development, would increase demand for wastewater treatment facilities.	LCC	None required.	LCC
<b>3.7 Transportation and Circulation</b>			
<b>Impact 3.7.1</b> Implementation of the proposed project would result in the degradation of operations at two study intersections.	S	<b>MM 3.7.1a</b> The proposed project shall contribute their fair share to implement the SR 4 widening project, which would result in improvements at the SR 4 Eastbound Ramps/Loveridge Road intersection that would increase capacity. These improvements include: <ul style="list-style-type: none"> <li>• Convert the existing configuration from a "T" intersection to a four-leg intersection.</li> <li>• Modify eastbound approach from its current configuration which provides one shared left-turn/through lane and one right-turn lane to provide two left-turn lanes and one right-turn lane.</li> <li>• Modify southbound approach from its current configuration which provides one through lane and one shared through/right-turn lane to provide two left-turn lanes and two through lanes.</li> <li>• Modify northbound approach from its current configuration which provides one through lane and one shared through/right-turn lane to provide two through lanes and one right-turn lane.</li> </ul>	SU

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>Timing/Implementation: Payment of fees shall be included as a condition of approval of a Conditional Use Permit</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p> <p><b>MM 3.7.1b</b> The proposed project shall contribute their fair share to implement the following measures at the Pittsburg-Antioch Highway/Loveridge Road intersection:</p> <ul style="list-style-type: none"> <li>• Install a dedicated eastbound right-turn lane on Pittsburg-Antioch Highway.</li> <li>• Install a second westbound left-turn lane on Pittsburg-Antioch Highway.</li> <li>• Upgrade existing traffic signal equipment to accommodate the changed intersection lane configurations.</li> </ul> <p>Timing/Implementation: Payment of fees shall be included as a condition of approval of a Conditional Use Permit</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p>	
<p><b>Impact 3.7.2</b> Operations at the Pittsburg-Antioch Highway/Loveridge Road intersection are projected to degrade with the addition of project traffic.</p>	<p>CC</p>	<p><b>MM 3.7.2</b> The project applicant shall pay the project's fair share of the cost to implement the following measures at the Pittsburg-Antioch Highway/Loveridge Road intersection:</p> <ul style="list-style-type: none"> <li>• Install an additional left-turn lane on the westbound Pittsburg-Antioch Highway approach.</li> <li>• Install a dedicated left-turn lane on the northbound Loveridge Road approach.</li> <li>• Convert the existing shared left-</li> </ul>	<p>CC SU</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>turn/through lane on the northbound Loveridge Road approach to be a through-only lane.</p> <ul style="list-style-type: none"> <li>• Modify signal phasing in the north/south direction from split phase to having protected left-turns.</li> <li>• Upgrade existing traffic signal equipment to accommodate the recommended intersection lane configurations.</li> </ul> <p>Timing/Implementation: Payment of fees shall be included as a condition of approval of a Conditional Use Permit</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p>	
<p><b>Impact 3.8.1</b> Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status species.</p>	<p>LS</p>	<p><b>MM 3.8.1a</b> Burrowing Owl. Prior to any ground disturbance, a qualified biologist shall conduct a preconstruction survey for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFS's <i>Staff Report on Burrowing Owl Mitigation (Staff Report)</i>, published March 7, 2012. Surveys shall take place no more than 30 days prior to construction and will establish the presence or absence of burrowing owl and/or habitat features and evaluate habitat use by owls. During the surveys, all burrows and burrowing owls will be identified and mapped.</p> <p>If burrowing owls are found during the breeding season (February 1-August 31), the project proponent shall avoid all nest sites for the remainder of the breeding season or while the nest site is occupied by adults or young. Avoidance measures will include</p>	<p>LS</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>establishment of a 250-foot no disturbance buffer zone surrounding the nest burrow. If site-specific conditions or the nature of the covered activity indicate that a smaller buffer could be used, the HCP/NCCP Implementing Entity will coordinate with the CDFW and the USFWS to determine the appropriate buffer size. Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1-January 31), the project proponent shall avoid the owls and the burrows they are using through establishment of a 160-foot protective buffer zone surrounding the active burrow.</p> <p>If avoidance is not possible, passive relocation of occupied burrows shall be implemented outside the breeding season. Owls should be excluded from burrows by installing 1-way doors in burrow entrances. These doors should be in place for no less than 48 hours prior to excavation and the project area shall be monitored daily by a qualified biologist for one week to confirm that the owl has abandoned the burrow.</p> <p>Timing/Implementation: Prior to and during construction activities</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p> <p><b>MM 3.8.1b</b> Swainson’s Hawk. Prior to any ground disturbance that occurs during the nesting season (March 15-September 15), a qualified</p>	

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>biologist will conduct a preconstruction survey no more than one month prior to construction, to determine if occupied Swainson's hawk nests are present within 1,000 feet of the project site.</p> <p>If occupied nests are documented, project-related activities within 1,000 feet of an occupied nest site shall be prohibited to prevent nest abandonment. Project-related activities can proceed normally if a qualified biologist determines that young have fledged prior to September 15. If site-specific conditions or the nature of the covered activity indicate that a smaller buffer could be used, the HCP/NCCP Implementing Entity will coordinate with the CDFW and the USFWS to determine the appropriate buffer size. Furthermore, if the active nest site is shielded from view and noise from the project site by other development, topography, or other features (including off-site features), the applicant can apply to the HCP/NCCP Implementing Entity for a waiver of this avoidance measure. Waivers must also be approved by the USFWS and CDFW. While the nest is occupied, project-related activities outside the 1,000 foot buffer can take place.</p> <p>Timing/Implementation: Prior to and during construction activities</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p> <p><b>MM 3.8.1c</b> Golden Eagle. Prior to any ground disturbance that occurs during the nesting season (January 1 – August 31), a qualified biologist shall conduct a preconstruction survey not more</p>	

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>than one month prior to construction, to determine whether active golden eagle nests are present within 0.5 mile of the project site. If active nests are present within 0.5 mile of the project site, project-related activities within 0.5 mile of the nest is prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity indicate that a smaller buffer could be used, the HCP/NCCP Implementing Entity will coordinate with the CDFW and the USFWS to determine the appropriate buffer size. Project-related disturbance may proceed once a qualified biological monitor determines that the nest has failed or that the young birds have fledged.</p> <p>Timing/Implementation: Prior to and during construction activities</p> <p>Enforcement/Monitoring: City of Pittsburg Development Services Department</p> <p><b>MM 3.8.1d</b> Non-covered Raptor Surveys. If clearing and/or construction activities will occur during the raptor nesting season (January 15–August 15), preconstruction surveys to identify active raptor nests shall be conducted by a qualified biologist within 30 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purpose of determining presence/absence of active nest sites within the proposed impact area, and a 500-foot buffer (if feasible).</p> <p>If active nest sites are identified within 500 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid</p>	



Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>construction-related disturbances to nesting raptors. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 250 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within and the size (i.e., 250 feet) of LOPs may be adjusted through consultation with the CDFW and/or East Contra Costa County HCP/NCCP Implementing Entity.</p> <p>Timing/Implementation: Prior to and during construction activities</p> <p>Enforcement/Monitoring: City of Pittsburg Planning Department</p> <p><b>MM 3.8.1e</b> Nesting Bird Surveys. If clearing and/or construction activities will occur during the migratory bird nesting season (February 15–August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 30 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purpose of determining presence/absence of active nest sites within the proposed impact area, including a 200-foot buffer.</p> <p>If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and</p>	

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW and/or East Contra Costa County HCP/NCCP Implementing Entity.</p> <p>Timing/Implementation: Prior to and during construction activities</p> <p>Enforcement/Monitoring: City of Pittsburg Planning Department</p>	
<p><b>Impact 3.8.2</b> Implementation of project-related activities may result in substantial adverse effects, either directly or through habitat modifications, to riparian habitat or sensitive natural communities.</p>	LS	None required.	LS
<p><b>Impact 3.8.3</b> Implementation of project-related activities would not result in substantial adverse effects to federally protected wetlands.</p>	NI	None required.	NI
<p><b>Impact 3.8.4</b> Implementation of project-related activities would not result in substantial adverse effects to wildlife movement.</p>	NI	None required.	NI
<p><b>Impact 3.8.5</b> The proposed project would not conflict with any policies, ordinances or plans, including the East Contra Costa County HCP/NCCP.</p>	LS	Implement mitigation measures <b>MM 3.8.1a</b> through <b>MM 3.8.1e</b> .	LS
<p><b>Impact 3.8.6</b> The proposed project, in combination with other reasonably foreseeable projects, could result in mortality and loss of habitat for special-status species and sensitive habitat. However, the ECCC HCP/NCCP addresses and mitigates regional biological resource impacts.</p>	LCC	Implement mitigation measures <b>MM 3.8.1a</b> through <b>MM 3.8.1e</b> .	LCC