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

CEQA Initial Study Checklist

1. **Project title:** Stoneman Apartments, AP-14-1000 (DR)

2. **Lead agency name and address:** City of Pittsburg, 65 Civic Avenue, Pittsburg, CA 94565

3. **Contact person and phone number:** Hector Rojas, Senior Planner, 925-252-4043

4. **Project location:** 1201 Stoneman Avenue, Pittsburg, Contra Costa County, California, 94565

5. **Project sponsor's name and address:** Owen Poole, Real Estate Services, 151 Spyrock Court, Walnut Creek, California 94595

6. **General plan designation (existing):** Public/Institutional

7. **Zoning (existing):** GQ (Governmental/Quasipublic)

8. **Description of project:** This is a request by Pacific Companies for Pittsburg Planning Commission approval of architectural plans to redevelop a surplus, 10.49-acre property with a 230-unit apartment complex. The complex would consist of a combination of one-, two- and three-bedroom apartments in 12 buildings, and it would include on-site parking, a community building for residents of the complex, and private recreational amenities that would include a swimming pool and playgrounds. The project would provide affordable housing units consistent with the City of Pittsburg's Inclusionary Housing Ordinance (PMC section 18.86.040). The property was previously occupied by Central Junior High School, and construction of the proposed apartment complex would require demolition of several of the existing, now vacant school campus buildings, including administrative offices, classroom buildings, a mechanic shop, parking lots and athletic courts. Off-site improvements would include installation of new water transmission infrastructure, within the Loveridge Road right-of-way, to serve the new apartment complex.

9. **Surrounding land uses and setting:** The property is an infill site, located in a predominantly residential neighborhood, with mixed single-family and multi-family dwellings, as well as school sites and a church. Adjacent properties to the north and west are residential. The southern boundary of the property is adjacent to the East Bay Municipal Utilities District easement for the Mokelumne Aqueduct. The school facilities south of the aqueduct are not part of the subject property. Those facilities include a bus yard, gymnasium and a new continuation high school campus. To the east, directly across Loveridge Road are a fire station and the Pittsburg Health Center.

10. **Discretionary approval authority and other public agencies whose approval is required:** The proposed project is consistent with the General Plan and zoning designations. Upon approval of Design Review, no subsequent approvals would be necessary.

Figure 1: Project Location Map

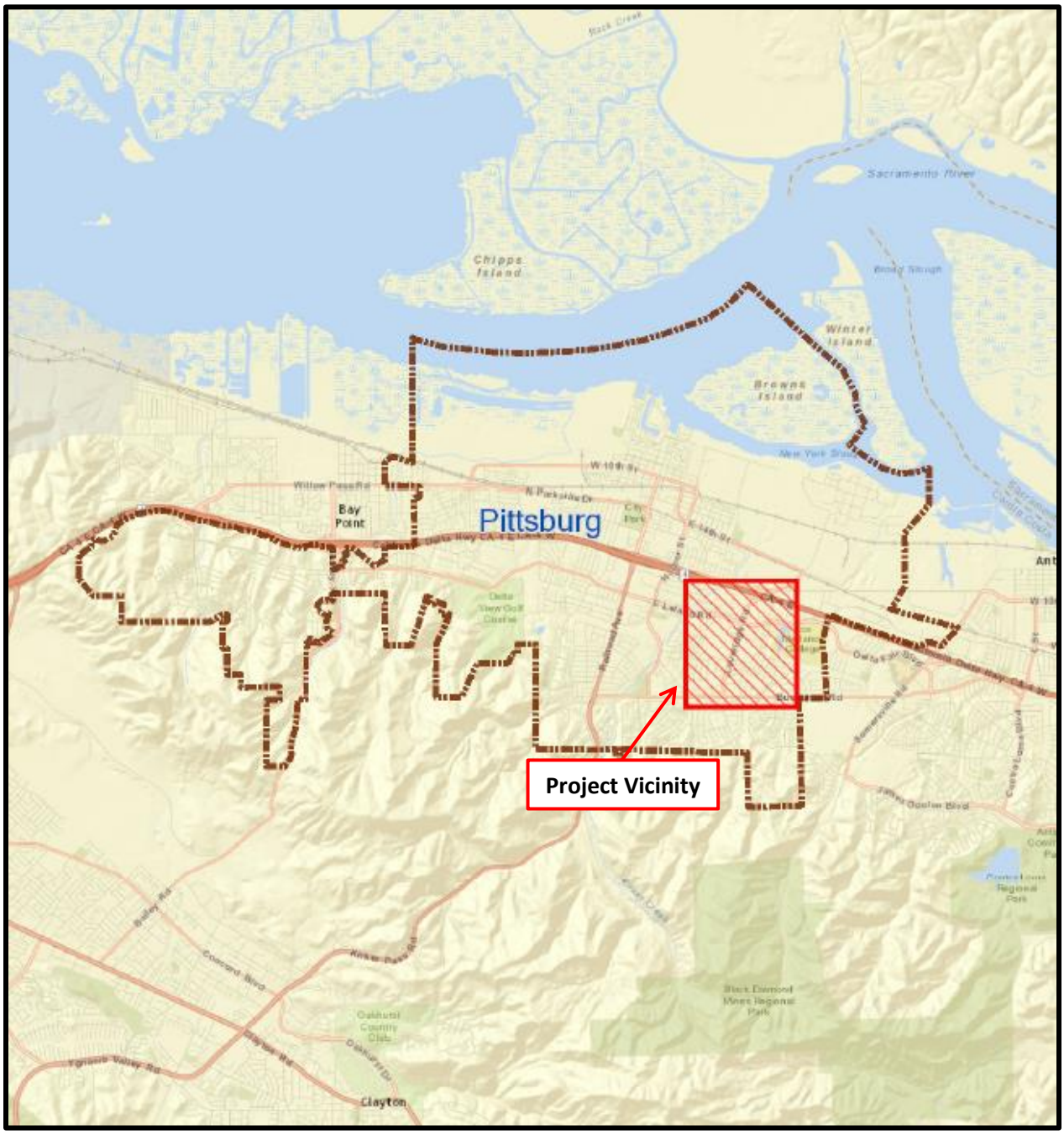

Figure 2: Project Vicinity Map

Figure 3: View of Existing Buildings

Figure 4: Preliminary Site Plan

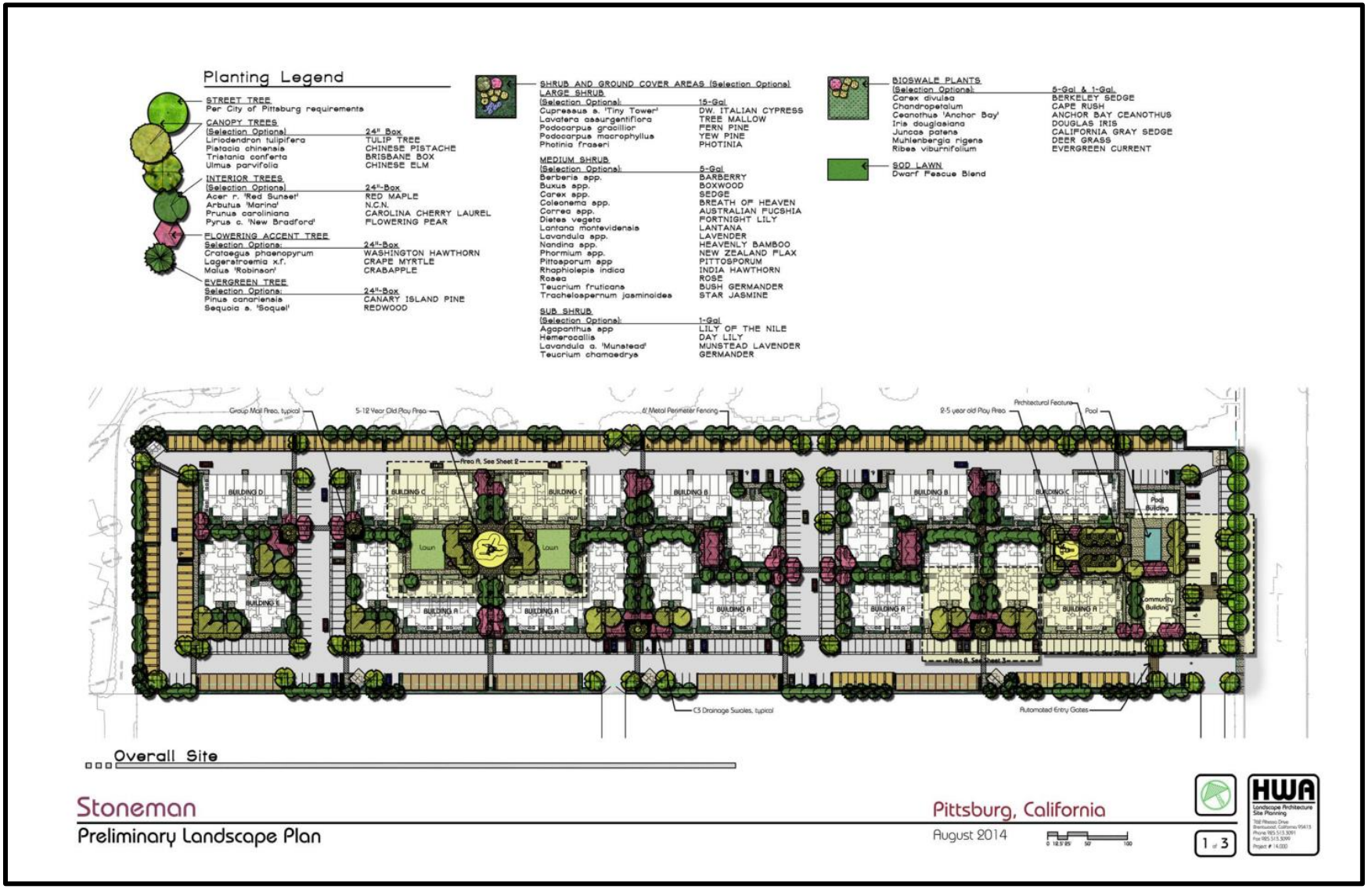

Figure 5: Building 'A' Elevations

Figure 6: Building 'B' Elevations

Figure 7: Building 'C' Elevations

Figure 8: Building 'D' Elevations

Figure 9: Building 'E' Elevations

Figure 10: Community Building, 'Ramada', and Pool Building Elevations (Loveridge Road Streetscape)

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project. Check marks are indicated by the following symbol: ☑

☐ Aesthetics	☐ Agriculture and Forest Resources	☑ Air Quality
☐ Biological Resources	☑ Cultural Resources	☑ Geology/Soils
☑ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☑ Noise
☐ Population/Housing	☑ Public Services	☐ Recreation
☑ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

Determination:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: Joan Lamphier, Consultant

Signature _____ 6/26/15
Date

Reviewed By: Kristin Pollot, AICP, Planning Manager

Signature _____ 6/26/15
Date

I. Aesthetics:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑

No Impact. The project would not affect any hills, ridgelines or scenic vistas. The project would be located in an area that is developed primarily with residential and civic uses. The project site is generally flat terrain. Maximum building heights for the project would be 40 feet. Once constructed, the project would blend in with the existing residential character of the surrounding developments to the north and west of the project site.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑

No Impact. The project site was developed as part of Camp Stoneman in the 1940s and converted to a junior high school in 1962. Therefore the site does not contain natural or undisturbed terrain. The project would not impact any historically important buildings (See Initial Study Item V, Cultural Resources). There would be no impact on scenic resources. According to the California Department of Transportation, there are no scenic highways in the vicinity of the project site (California Scenic Highway Mapping System: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm).

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐

Less Than Significant Impact. The height, bulk, pattern, scale and character of the 230-unit apartment complex would not conflict with the visual character of the existing surrounding high density residential developments. The maximum height of the proposed three story buildings would be 40-feet, which is compatible with the height of developments in the surrounding area. Therefore the project is not expected to substantially contrast with surrounding residential uses, thereby limiting the impact on views. Considering these factors, the project would not degrade the existing visual character or quality of the site or surrounding uses. In fact, development of the project would remove several existing deteriorating structures which are in a state of disrepair and present an unattractive aspect to the view

of the project site from the surrounding residential uses. As part of the design review approval process, the Planning Commission would make findings to ensure that the development does not substantially degrade the existing character of the surroundings. The design review findings required for approval are contained in PMC section 18.36.300.

d)	**Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**	☐	☐	☐	☑

No Impact. The project site is an infill site and is surrounded by existing urban uses. Lighting provided as part of the residential complex would be similar to that of the existing adjacent residential development and would not create substantial light or glare that would adversely affect day or nighttime views of the area. Furthermore, PMC section 18.82.030 limits the use of highly reflective glass and requires security lighting to be shielded away from adjacent residential districts.

II. Agriculture and Forest Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑

No Impact. The proposed apartment complex would be constructed on land designated in the California Farmland Mapping and Monitoring Program as 'Urban and Built-up Land'. No prime farmland, unique farmland or farmland of statewide importance would be converted to non-agricultural use with the construction of the proposed residential development (Farmland Mapping and Monitoring Program website: http://www.conservation.ca.gov/dlrp/fmmp/Pages/FMMPDataLinks.aspx).

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑

No Impact. The proposed apartment complex would be constructed on land designated as 'Urban and Built-up Land' and is not subject to a Williamson Act contract (Williamson Act Program website: http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx). The zoning of the property is 'GQ (Governmental/Quasipublic)', with a General Plan land use designation of 'Public/Institutional', both of which allow residential development on surplus public lands pursuant to PMC section 18.60.030. Neither the zoning nor General Plan land use designations are identified for agricultural land use purposes.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	☐	☐	☐	☑

No Impact. The city's zoning ordinance includes a zoning district (the 'Open Space' District) that fosters agricultural land use, including crop production and grazing, but it does not have any zoning district

exclusively dedicated to forest or timber land, as forests are not a prominent land cover type in the city, and timber production is not one of the city's local industries. As referenced in Section II(b) above, the project site's zoning and General Plan land use designations are intended to support public uses and commercial and residential uses on surplus public lands, rather than forestry (Pittsburg General Plan, Figures 2-2 and 9-1).

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑

No Impact. Properties located within the city's urban limit line are not considered forest lands. As described in Section II(c) above, the project site's zoning and General Plan land use designations are intended to support public and certain commercial and residential uses rather than forestry.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

No Impact. As discussed above, properties within the city's urban limit line—including the proposed apartment complex site—are not forest lands. The site is not located within an agricultural zoning district of the city and is not subject to a Williamson Act contract.

III. Air Quality:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐

Less Than Significant. An evaluation of the potential air quality impacts of the proposed project was conducted by Illingworth & Rodkin, Inc. and is contained in Appendix B of this Initial Study Checklist. The most recent clean air plan is the Bay Area 2010 Clean Air Plan that was adopted by the Bay Area Air Quality Management District (BAAQMD) in September 2010. The proposed project would not conflict with the latest plan air plan since: 1) the project would have emissions well below the BAAQMD thresholds (see Initial Study Checklist Appendix B); 2) development of the project site would be considered urban 'infill'; 3) development would occur near employment centers; and 4) development would be near existing transit with regional connections. Furthermore, the project, at 230 units is too small to exceed any of the significance thresholds and, thus, not required to incorporate project-specific transportation control measures listed in the Clean Air Plan.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☑	☐

Less Than Significant. The project would have emissions less than the significance thresholds adopted by BAAQMD for evaluating impacts related to ozone and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (below State and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as 'attainment' for the standard. There is an ambient air quality monitoring station in the City of Concord that measures carbon monoxide concentrations. The highest measured level over any eight-hour averaging period during the last three years is less than 3.0 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. The project would generate a relatively small amount of traffic (less than 200 trips during the busiest hour). Intersections affected by the project would have traffic volumes less than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☑	☐	☐

Less Than Significant with Mitigation. The Bay Area is considered a 'non-attainment' area for ground-level ozone and fine particulate matter (PM2.5) under both the Federal and the California Clean Air Acts. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM10) under the California Clean Air Act, but not the Federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM10, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM10 and PM2.5 and apply to both construction period and operational period impacts.

Due to the project size, construction exhaust and operational period emissions would be less than significant. In their 2011 update to the CEQA Air Quality Guidelines, BAAQMD identified the size of land use projects that could result in significant air pollutant emissions. For construction exhaust impacts, the apartment residential project screening size was identified at 240 dwelling units. For operational impacts, the project size was identified at 451 dwelling units. Since the project proposes 230 dwelling units, it is concluded that emissions would be below the BAAQMD significance thresholds for operational emissions. Since project construction would include demolition of the existing junior high school, construction period emissions were modeled and compared against BAAQMD significance thresholds. Operational emissions were also modeled for informational purposes.

CalEEMod Modeling: The CalEEMod model was used to predict both air pollutant and GHG emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, trip generation rate and other project-specific information were input to the model. The use of this model for evaluating emissions from land use projects is recommended by the BAAQMD. Unless otherwise noted below, the CalEEMod model defaults for Contra Costa County were used. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. CalEEMod output worksheets are included in Attachment 1 of Appendix B.

Construction Air Pollutant Emissions: CalEEMod predicted the annual and total construction emissions in tons for each pollutant. According to the default construction schedule generated by the model, construction would begin in early 2016 and be completed in 2017, a period of approximately 15 months or 330 days. Since the significance thresholds are based on average daily emissions, the total emissions predicted by CalEEMod were divided by the number of construction days. Construction air pollutant

emissions are reported in Table 1 below. These emissions are below the significance threshold for average daily emissions.

Table 1: Construction Period Emissions				
Scenario	**ROG**	**NOx**	**PM10**	**PM2.5**
Construction Emissions (tons)	2.94 tons	6.66 tons	0.38 tons	0.36 tons
Average Daily Emissions (lbs.)*	17.8 lbs.	40.4 lbs.	2.3 lbs.	2.2 lbs.
BAAQMD Thresholds (lbs./day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No.	No
*Note: *Assumes 330 workdays.*				

Construction Fugitive Dust: Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM10 and PM2.5. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soil. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions.

- **Impact AQ-1:** Air quality and fugitive dust-related impacts associated with grading and new construction could result in a significant impact.

- **Mitigation Measure AQ-1:** Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality and fugitive dust-related impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following Best Management Practices that are required of all projects:

    1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

    2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

    3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

    4. All vehicle speeds on unpaved roads shall be limited to 15 mph.

    5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as

possible and feasible. Building pads shall be laid as soon as possible and feasible, as well, after grading unless seeding or soil binders are used.

6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Emissions: Table 2 below reports the modeled annual and average daily operational emissions. As shown, annual and average daily emissions of ROG, NOx, PM10, or PM2.5 emissions associated with operation of the project would not exceed the BAAQMD significance thresholds.

Table 2: Operation Period Emissions

Scenario	ROG	NOx	PM10	PM2.5
Annual 2017 Project Emissions	2.04 tons	2.19 tons	1.31 tons	0.39 tons
Annual Emission Thresholds	10 tons	10 tons	15 tons	10 tons
Exceed Threshold?	No	No	No	No
Daily 2017 Emissions	11.2 lbs.	12 lbs.	7.2 lbs.	2.1 lbs.
Daily Emission Thresholds	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐

Less Than Significant with Mitigation. Sensitive receptors are locations where an identifiable subset of the general population (children, asthmatics, the elderly, and the chronically ill) that is at greater risk to the effects of air pollutants are likely to be exposed. These locations include residences, schools, playgrounds, childcare centers, retirement homes, hospitals, and medical clinics. Operation of the project, which is residential in nature, is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. Temporary construction activity would generate dust and equipment exhaust on a temporary basis. There are no nearby sources of air pollutant emissions that could adversely affect new residents.

Construction activities would be temporary in nature and would be at least 100 feet away from the nearest sensitive receptors located immediately north of the project site (Portofino Apartment Homes). The use of heavy diesel equipment would occur mainly during the demolition and grading phases of the project that are anticipated to last less than six months. Diesel exhaust associated with construction activity is considered a toxic air contaminant (TAC), since it can cause cancer and includes fine particulate matter or PM2.5.

- **Impact AQ-2:** If uncontrolled, construction activities have the potential to result in elevated concentrations of diesel particulate matter and fugitive dust PM2.5 concentrations at nearby sensitive receptors. As a result, the impact is considered potentially significant.

- **Mitigation Measure AQ-2:** Use of newer or retrofitted diesel equipment, alternatively-fueled equipment and limiting the hours of use would greatly reduce impacts such to ensure that significant health risks do not occur. Such equipment selection and operational standards would include the following:

    1. All diesel-powered mobile equipment larger than 50 horsepower (e.g., loaders, excavators, graders) and operating on the site for more than two days consecutively shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; or alternative measures such as the use of alternative-powered equipment (e.g., LPG-powered forklifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City of Pittsburg;

    2. All diesel-powered portable equipment (e.g., generators and compressors) operating on the site for more than two days consecutively shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent; or the construction contractor shall use alternative-powered equipment (e.g., LPG-powered forklifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City of Pittsburg;

    3. Provide line power to the site during the building construction phases to minimize diesel-powered generator use; and

    4. Minimize the number of hours that equipment will operate including the use of idling restrictions.

According to the BAAQMD, implementation of Mitigation Measure AQ-2 is considered to reduce diesel particulate matter emissions by 64 percent. Implementation of Mitigation Measure AQ-1 would further reduce on-site diesel exhaust emissions by 5 percent.

e) Would the project create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

Less Than Significant. The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off site by resulting in confirmed odor complaints. Land uses primarily associated with ongoing odorous emissions are generally commercial or industrial in nature and might include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities, such as livestock operations. The project site would be developed with a 230 unit apartment complex which is residential in nature, and therefore, is not expected to produce any new odor sources that would affect a substantial number of people.

IV. Biological Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑

No Impact. The entire project site is developed with urban uses including buildings remaining from the former Camp Stoneman and a junior high school developed in 1963. The site does not contain any native habitat or critical habitat for wildlife listed as 'threatened' or 'endangered' by state or federal agencies. Neighboring lands are also developed and provide little if any habitat resources. The 10.49 acre site is considered an in-fill site, as it is surrounded by existing development on all four sides.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑

No Impact. The project site has been 100 percent disturbed by past civic uses and does not include any natural communities.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑

No Impact. The project is not anticipated to affect any federal protected wetlands or waters of the

United States. There are no visible water features on the project site that would be impacted by the proposed development. (Google Earth, Imagery Date 3/3/15 and Site Visit 1/26/15)

d)	**Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**	☐	☐	☐	☑

No Impact. The project site has been 100 percent disturbed by past civic uses including the former Camp Stoneman and the junior high school constructed in 1963. There are no perennial surface waters in the site vicinity and, therefore, no fish habitat would be affected (Pittsburg General Plan, 2004, Figure 9-1). The terrain is flat with no natural geographic barriers or corridors. There are no identified wildlife migratory corridors identified on the project site. Considering these factors, the project would not interfere with the movement of any wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e)	**Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**	☐	☑	☐	☐

Less Than Significant Impact with Mitigation. The City of Pittsburg recently adopted a tree preservation ordinance protecting trees on private property (PMC section 18.84.825). The regulations define a "protected tree" as any tree that measures at least 50 inches in circumference at four and one-half feet above grade. There are eight trees in front of the main building on the project site that may meet these criteria. There were no nests identified in these trees, nor in any other small trees on the project site (Site Visits 1/26/15 and 5/21/15).

- **Impact BIO-1:** Removal of significant trees as defined by PMC section 18.84.825 could be considered a significant impact.

- **Mitigation Measure BIO-1:** The applicant shall file an application for a tree removal permit with the Planning Division prior to removing any protected tree as defined by PMC chapter 18.84.825. The application for the tree removal permit shall contain the precise number of trees to be removed and an arborist report regarding the species to be removed.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

No Impact. The project site is located within the East Contra Costa County Habitat Conservation Plan and the Natural Community Conservation Plan areas. The Plans are designed to provide for comprehensive species, wetlands and ecosystem conservation within the region and to contribute to the recovery of endangered species in Northern California. The site does not provide critical habitat for any protected species. The project site is shown on the Plan as 'urban' and not subject to the HCP.

V. Cultural Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☑

No Impact. The primary building on the project site, the former 'Officer's Club', was associated with the World War II era Camp Stoneman military facility. The building was first used in the early 1940s as the camps' officer's club within Camp Stoneman. The Pittsburg Unified School District acquired the property in 1962 and converted the building into an office, library, and cafeteria as part of the Central Junior High School complex which closed in 2008. The former Officer's Club structure meets the age criterion for assessment as a potential historic resource. William Self Associates, Inc. ("WSA"), Consultants in Archaeology and Historic Preservation evaluated the former Officers Club to determine if it meets the criteria to be identified as a historical resource. The complete analysis is contained in Appendix D of this Initial Study and summarized below.

California Register of Historic Resources Criteria for Evaluation: Under CEQA, both public and private projects with financing or approval from a public agency must assess a project's effects on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). Cultural resources are buildings, sites, cultural landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project would have a significant impact on important cultural resources, then project alternatives and mitigation measures must be considered.

CEQA defines historical resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A property may be considered a historical resource if it meets one of the following criteria for listing on the CRHR:

1. *Criterion 1:* It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. *Criterion 2:* It is associated with the lives of persons important to California's past;

3. *Criterion 3:* It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. *Criterion 4:* It has yielded or is likely to yield information important in prehistory or history

(Public Resources Code Section 5024.1).

In addition to meeting one or more of the four specific criteria listed above, an archaeological site or architectural resource must possess 'integrity' to qualify for listing in the California Register of Historical Resources. Integrity is generally evaluated with reference to seven aspects, which include location, design, materials, workmanship, setting, feeling, and association. A potentially eligible site must retain the integrity of the values that would make it significant.

Evaluation of the former Officer's Club:

The Officer's Club is evaluated below based on the CRHR criteria presented above.

Criterion 1.

The Officer's Club was constructed in 1942 as part of Camp Stoneman, a processing center for thousands of soldiers on their way to fight both in the Pacific Theater during World War II and, later, in Korea. The building has an important association with Camp Stoneman and events that have made a significant contribution to the broad patterns of California's history and cultural heritage, particularly California's role as a distribution point for men and material during World War II and the Korean conflict. As a result, WSA recommended that the Officer's Club is eligible for listing in the CRHR under Criterion 1. WSA did not recommend that the Officer's Club is eligible for listing on the CRHR, however, due to its lack of integrity.

Criterion 2.

The Officer's Club is not associated with the lives of individuals important to California's past. While particular officers that served at Camp Stoneman were likely well-respected soldiers, the building was used by a large and variable group of people, making it more appropriate to associate it with the Camp's broader mission, as discussed above in Criterion 1. As a result, WSA recommended that the Officer's Club is not eligible for listing in the CRHR under Criterion 2.

Criterion 3.

As originally constructed, the Officer's Club was likely a good example of expedient military construction in the 1940s. While it did have some unifying design elements, such as the banks of windows and the molded stucco band at the windows, on the whole its low, long profile, lack of ornamentation, and simple design (flat roof, flat awnings) speak primarily to the need to erect a building in time to receive troops headed for the front. The building was heavily modified in 1963 s during its conversion from an Officer's Club to a junior high school office and cafeteria, particularly at the main entrance. It was further modified during the installation of an elevator in the 2000s. As a result, the former Officer's Club no longer embodies the distinctive characteristics of a type, period, region, or method of construction. In addition, it does not represent the work of an important creative individual or possess high artistic values. Consequently, WSA recommended that the Officer's Club is not eligible for listing in the CRHR under Criterion 3.

Criterion 4.

Criterion 4 is not typically applied to built resources, and is not considered in relation to the potential eligibility of the Officer's Club.

As discussed above, in order to be eligible for the CRHR, a resource must meet one or more of the criteria for listing and must also possess 'integrity,' which includes consideration of the resource's location, design (i.e., site structure), materials, workmanship, setting, feeling, and association. In the case of the Officer's Club, the building has lost the ability to convey its significance because of both physical alterations to the structure as well as the loss of setting through the broader redevelopment of the surrounding area. The individual aspects of integrity are discussed briefly below.

The former Officer's Club retains integrity of location. It has not been moved since Camp Stoneman's closure. The structure has lost integrity of design, materials, and workmanship. The area surrounding the former Officer's Club has been completely redeveloped since the property's use as Camp Stoneman (1942-1954). The former Officer's Club is now located within an abandoned junior high school with residential uses to the north and west and a continuation high school to the south. As discussed above, the barracks and surrounding Camp Stoneman buildings were largely removed in 1960. As a result of the physical changes to the structure, as well as the surrounding landscape, the Officer's Club no longer retains integrity of feeling or association. In other words, it has lost its ability to convey its historic qualities, or significance. Due to the structure's lack of integrity, WSA recommended that the Officer's Club is not eligible for listing in the CRHR.

It was WSA's recommendation that the former Officer's Club within the 1201 Stoneman Avenue project site meets Criterion 1 for listing on the CRHR, but due to its lack of integrity (physical alterations as well as a lack of integrity as it relates to setting), WSA did not recommend that the Officer's Club be considered an historical resource for the purposes of CEQA. Therefore, the demolition of this structure would have no impact on historic resources.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☑

No Impact. On behalf of WSA, staff at the California Historical Resources Information System, Northwest Information Center at Sonoma State University conducted a records search of the project vicinity on March 17, 2015 (File No. 14-1197). The study included a review of records on file at the California Archaeological Inventory. In addition, the Office of Historic Preservation indices for Pittsburg and the California Inventory of Historic Resources listings for Pittsburg were reviewed. Results of the record search indicate that there are no previously recorded archaeological sites within the project area and that the structures within the project area are not listed or have not been previously recommended for listing on the California Register of Historical Resources. No previous cultural resources studies have

included the project area.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑

No Impact. Refer to Initial Study Section V(b) above.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

No Impact. Refer to Initial Study Section V(b) above.

VI. Geology and Soils:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☑

No Impact. There is no active or potentially active fault zone, Seismic Hazard Zone, or Alquist-Priolo Earthquake Fault Zone on the project site or the surrounding areas, and there is no evidence of potential earthquake fault rupture hazard. The closest active fault is the Clayton segment of the Clayton-Marsh Creek-Greenville Fault, located more than three miles southwest of the project site (City of Pittsburg General Plan, 2001).

2) Strong seismic ground shaking?	☐	☐	☑	☐

Less Than Significant. Eastern Contra Costa County, like the San Francisco Bay Area as a whole, is located in one of the most seismically active regions in the United States. Major earthquakes have occurred in the vicinity of Pittsburg in the past and can be expected to occur again in the near future. Historically active faults (exhibiting evidence of movement in the last 200 years) in Contra Costa County include the Concord, Hayward and Clayton-Marsh Creek-Greenville Faults. Two potentially active faults (showing evidence of activity in the last two million years) include the Franklin and Antioch Faults. The largest active fault in the region, the San Andreas Fault, is located about 40 miles west of Pittsburg (City of Pittsburg General Plan 2004).

Strong ground motions could occur in the vicinity of the project site, from an earthquake on any of these regional faults. The intensity of ground shaking that would occur in Pittsburg as a result of an earthquake in the Bay Area would depend on the magnitude of the earthquake, the distance from the City and the response of the geologic materials at the project site. Strong ground shaking would be a potentially substantial seismic hazard if structures are not appropriately designed. The potential for seismic ground motion to damage structures is typically mitigated through proper design and construction to withstand predicted ground motions. The California Building Code seismic standards are

designed to mitigate the potential for people or structures to be exposed to substantial risks from seismically-induced ground motion. Conformance with this code would be assured through the building permit process of the City of Pittsburg. Adherence to City and California building code requirements would limit the risk of damage or injury from seismic ground shaking to a level that is less than significant.

3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑

No Impact. The term ground failure is a general reference to landslides, liquefaction and lateral spreads and any other consequence of shaking that affect the stability of the ground. Liquefaction potential in Pittsburg ranges from very low to high. Alluvial fan and terrace deposits that underlie most of Pittsburg (including the project site) have low liquefaction potential. Therefore there would be a less than significant seismic impact related to liquefaction (Pittsburg General Plan, 2001).

4) Landslides?	☐	☐	☐	☑

No Impact. Landslides would not be a potential hazard on the project site since it is relatively flat with a grade ranging from two to nine percent slopes. There are no substantial slopes on or adjacent to the site that could result in a landslide hazard.

b) Would the project result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑

No Impact. The project site is covered by existing buildings and pavement, with little exposed soil. Development of the project would involve demolition and removal of existing pavement and structures, and the construction of new buildings. Construction would not result in substantial soil erosion or loss of topsoil.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑

No Impact. There are no substantial slopes on or adjacent to the project site, therefore the project does not have the potential to result in landslides. As noted in Initial Study Item VI(a)(3) above, the project

site has low liquefaction potential. Subsidence can occur when pore pressures are reduced in unconsolidated geologic materials below a valley floor due to the withdrawal of fluids. The project would not increase groundwater extraction or other withdrawal of fluids from unconsolidated geologic deposits. Therefore the project does not have the potential to create subsidence.

d)	**Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**	☐	☑	☐	☐

Less Than Significant with Mitigation. According to the Natural Resources Conservation Service, Web Soil Survey the property is underlain by Rincon clay loam, two to nine percent slopes (http://websoilsurvey.ncrs.usda.gov/app/WebSoilSurvey.aspx). Rincon soils are described as well-drained soils that form on benches in alluvial valley fill derived from sedimentary rock. Depth to a root restrictive layer is 60 inches. Development constraints include moderate to high shrink-swell/subsidence potential.

Construction of the proposed residential development would require solid building surfaces. Expansive soils shrink and swell as a result of moisture changes, causing heaving and cracking of slabs-on-grade, pavements and structures founded on shallow foundations.

- **Impact GEO-1:** Because there is a potential for expansive soils on the project site there is a potential for structural damage creating a substantial risk to life or property.

- **Mitigation Measure GEO-1:** Prior to the approval of Improvement Plans and issuance of a grading permit, the project applicant shall submit to the City of Pittsburg Engineering Division, for review and approval, a design-level geotechnical report. The standard City requirements for design level report include, at a minimum: 1) compaction specifications for on-site soils; 2) road and pavement design; 3) structural foundations; 4) grading practices; 5) erosion/winterization; and 6) expansive/unstable soils.

  Compliance with the Design Level Geotechnical Report would reduce this potential impact to a level of less than significant.

e)	**Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**	☐	☐	☐	☑

No Impact. The proposed project does not involve the installation of septic tanks or alternative wastewater disposal systems. Furthermore, the Contra Costa Environmental Health Department, which regulates installation and inspection of septic tanks, would not permit high density residential development to utilize septic tanks for wastewater treatment (County Ordinance Code Section 420-6.206). Therefore, the project would have no impact in this area.

VII. Greenhouse Gas Emissions:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐

Less Than Significant. An evaluation of the potential air quality impacts related to Greenhouse Gas Emissions of the proposed project was conducted by Illingworth & Rodkin, Inc. and is contained in Appendix B of this report. The BAAQMD CEQA Air Quality Guidelines (May 2011) included GHG emissions-based significance thresholds. These thresholds include a 'bright-line' emissions level of 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Land use projects with emissions above the 1,100 metric ton per year threshold would then be subject to a GHG efficiency threshold of 4.6 metric tons per year per capita. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, would be significant. The project size, 230 apartment units, exceeds the screening size listed in the BAAQMD CEQA Air Quality Guidelines. Therefore, a refined analysis that includes modeling of GHG emissions from the project was conducted.

The CalEEMod model was also used to predict GHG emissions from operation of the site assuming full build-out of the project. GHG emissions associated with construction were computed to be 763 metric tons CO2e. Note that CO2e is considered the emissions of all greenhouse gases expressed as equivalent carbon dioxide based on the warming potential for each gas. The warming potentials are based on the values assigned by CalEEMod. These are the emissions from on-site operation of construction equipment, and hauling truck, vendor truck, and worker trips. The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions, though total construction period emissions would be less than the BAAQMD operational threshold of 1,100 metric tons CO2e per year. The District recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices assumed to be incorporated into construction of the proposed project include, but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

The CalEEMod model was used to predict daily emissions associated with operation of the fully-developed site under the proposed project. In 2017, annual emissions resulting from the proposed project are predicted to be 1,929 metric tons of CO2e. These emissions would exceed the BAAQMD threshold of 1,100 metric tons of CO2e/yr. As discussed above, land use projects with emissions above the 1,100 metric ton per year threshold would be subject to a GHG efficiency threshold of 4.6 metric

tons per year per capita to determine impact significance. Computed project per capita emissions are 2.6 metric tons of CO2e/year/service population, which would not exceed the BAAQMD threshold of 4.6 metric tons of CO2e/year/service population. Table 3 shows predicted project GHG emissions. GHG emissions are included in the CalEEMod output that is provided as Attachment 1 of Initial Study Appendix B.

Table 3: Annual Project GHG Emissions	
Source Category	**2017 Project Emissions (metric tons)**
Construction (2 years)	763
Operation	1,929
Area	11
Energy Consumption	455
Mobile	1,373
Solid Waste Generation	48
Water Usage	42
GHG Emissions (per capita)	2.6
BAAQMD Threshold	4.6 metric tons of CO2e/year
Significant?	No
*Note: *Based on a service population of 741*	

b)	**Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**	☐	☐	☐	☑

No Impact. The BAAQMD GHG significance thresholds were designed to ensure compliance with AB 32, the State's GHG reduction legislation. Therefore, if a proposed project's emissions are below the significance threshold, it can be assumed to comply with AB 32 within BAAQMD's jurisdiction. As described in Initial Study Section VII(a) above and the attached Initial Study Appendix B, the project's impact would be under the threshold and therefore result in a less than significant impact related to GHG. Therefore, the proposed project would not conflict the BAAQMD's effort to comply with AB 32.

VIII. Hazards and Hazardous Materials:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑

No Impact. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. The proposed project would not be industrial in nature, and would consist of the development of 230 apartment units, which are a residential use. This type of use would not typically involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Construction activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints and adhesives. However, the project contractor would be required to comply with California Health and Safety Codes and local ordinances regulating the handling, storage and transportation of hazardous and toxic materials, as overseen by Cal-EPA and DTSC. Thus, the proposed project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑

No Impact. As discussed under Initial Study Section VIII(a) above, the proposed project would not involve the routine transport, use or disposal of hazardous materials and therefore there is no potential for any upset or accidental conditions involving the release of hazardous materials into the environment. As noted in Item VIII(a), the project contractor would be required to comply with California Health and Safety Codes and local ordinances regulating the handling, storage and transportation of hazardous and toxic materials. Therefore the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑

No Impact. As discussed under Initial Study Sections VIII(a)-(b). above, the proposed project would not involve that potential to emit hazardous emissions or handle acutely hazardous material, substance, or waste within a quarter mile of an existing school. The project is residential in nature and would not involve the use of hazardous materials with a potential for emissions.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑

No Impact. The project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (California Department of Toxic Substances Control Map Locator, www.envirostar.dtsc.ca.gove/public/, accessed on 3/10/15).

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑

No Impact. The project site is not located within an airport land use plan nor is it located within two miles of a private airstrip; therefore, there would be no impact related to safety hazards within the vicinity of an airport (Contra Costa County Airports, http://www.cccounty.us/4694/Airports, accessed on 3/3/15).

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑

No Impact. The project site is not located within two miles of a private airstrip, therefore, there would be no impact related to safety hazards within the vicinity of an airport (Contra Costa County Airports, http://www.cccounty.us/4694/Airports, accessed 3/3/15).

g)	**Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**	☐	☐	☐	☑

No Impact. The City of Pittsburg Emergency Operations Plan (EOP) was last updated in 2005 (Resolution No. 05-10223). The EOP establishes procedures for educating the public about emergency preparedness and also establishes procedures for responding to emergency situations, including management of communication systems, provision of medical assistance, and maintenance of local financing structures and government leadership roles in the aftermath of a significant emergency event. The proposed project would not modify any provision of the EOP.

h)	**Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**	☐	☐	☐	☑

No Impact. The proposed project site is an infill site, and is surrounded by urban development. The project site is not located in proximity to large open spaces where wildland fires would likely occur (City of Pittsburg General Plan, 11-17). In addition, the project site is located within the 1.5 mile response radius for fire services (General Plan Figure 11-2). Therefore there is no project impact anticipated relative to wildland fires, and no project specific mitigation is necessary.

IX. Hydrology and Water Quality:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐

Less Than Significant Impact. The greatest potential sources of surface water pollutants associated with the proposed development would be during the construction-phase erosion of the project site and urban runoff pollutants generated from impervious surfaces on-site following the completion of construction. Pursuant to NPDES requirements, a Stormwater Pollution Prevention Plan (SWPPP), including control measures and Best Management practices to control erosion has been prepared by Bellecci & Associates.

The Stormwater Control Plan, outlines the design that would address potential impacts related to stormwater runoff. The site design includes landscaped areas and pervious concrete that would retain and treat runoff from the project. The majority of the larger landscape areas would be used as bio-retention facilities to treat and discharge the runoff from impervious areas. Treated runoff would be discharged from the Best Management Practices (BMPs) areas to the storm drain line that runs beneath Loveridge Road. No runoff would be directly discharged to the drainage systems outside of the project site. Implementation of the required Stormwater Control Plan would reduce potential impacts related to stormwater treatment and runoff to a level of less than significant.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑

No Impact. The proposed project would involve a decrease in impervious surfaces (buildings, parking and internal streets) from what currently exists on this site, which would slightly increase the infiltration of groundwater to the underlying aquifer as compared to existing conditions. A geotechnical report prepared by Geosphere Consultants, dated May 2013, for the remaining Pittsburg Unified School District land to the south, indicates that the project site consists of primarily clayey soil, identified as soil group

'D'. Groundwater was not encountered in the four exploratory borings that were drilled to a maximum depth of 30 feet.

The site is currently covered with approximately 383,208 square feet of impervious surface with the existing development. The proposed project would involve removing the pavement and structures which now cover the site, and replace them with the new development. The post-project impervious surface area would be approximately 218,814 square feet, or 57% of the current coverage (Water Control Plan, Bellecchi & Associates, Inc.). Therefore the proposed project would have a less than significant impact on aquifer volume or groundwater supplies.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐

Less Than Significant Impact. The project site is currently occupied by abandoned school facilities and related paved site circulation and parking areas. The site topography is relatively flat. Existing use drainage is primarily overland, with the majority of runoff being captured by catch basins and directed to the 18-inch storm drain main, which runs out to Loveridge Road.

The proposed project would replace these facilities with new development that would not substantially alter the existing drainage pattern of the surrounding area, but would rather fit within that context. The new development would decrease the amount of impervious surface by almost four acres, along with the addition of BMPs, the amount of runoff for an average storm would decrease when compared with existing volumes.

The Stormwater Control Plan outlines the low impact development strategies related to site drainage. Project design includes bio-retention facilities and pervious pavement to capture runoff from downspouts or sheet flow from paved areas. The measures outlined in the Stormwater Control Plan include the design of recreational and landscaped areas as self-treating or self-retaining, to minimize the effects of impervious surfaces through treatment and retention methods. The intended use of permeable pavements is to reduce the amount of, as well as clean, surface flow prior to the discharge of runoff from the site. The Stormwater Control Plan also includes BMP's during operation of the project to reduce and minimize pollutant sources. The implementation of these measures would reduce a potential impact related to drainage to a level of less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the	☐	☐	☐	☑

alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				

No Impact. There are no streams or rivers on or within the boundaries of the project site (City of Pittsburg General Plan Figure 9-1, Site Visit 1/26/15).

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐

Less Than Significant. Project development would involve the construction of 230 apartment units in 12 residential buildings, a community building, swimming pool and ancillary structures on 10.49-acre project site. Construction would require removal of existing structures, pavement and equipment from the project site as well as grading, excavation, and other construction related activities that could cause soil erosion at an accelerated rate during storm events. All of these activities have the potential to affect water quality and contribute to localized violations of water quality standards if stormwater runoff from construction activities enters receiving waters. These exposed soils could affect water quality in two ways. Stormwater runoff from the site may contain suspended soil particles and sediments, or sediments could be transported as dust that eventually reaches local waterbodies.

Sediments could reach local water bodies either through direct deposition or as suspended sediment in the runoff. Spills or leaks from heavy equipment and machinery, staging areas, or building sites could also enter runoff. Typical pollutants could include, but would not be limited to, petroleum products such as paints, solvents and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants entered receiving waters in sufficient quantities to exceed water quality objectives. Impacts from construction-related activities generally would be short-term.

Because the proposed project would require construction activities that would result in a land disturbance of greater than one acre, the applicant would be required by the State to obtain a General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit), which pertains to pollution from grading and project construction. Compliance with the Permit requires the project applicant to file a Notice of Intent (NOI) with the State Water Quality Control Board and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP would incorporate Best Management Practices (BMPs) in order to prevent, or reduce to the greatest extent, adverse impacts to water quality from erosion and sedimentation.

Preparation of and compliance with the SWPPP would limit potential impacts related to runoff water to a level of less than significant.

f)	**Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**	☐	☐	☐	☑

No Impact. See Initial Study Sections IX(c) and (e).

g)	**Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**	☐	☐	☐	☑

No Impact. The project site is located outside of the 100-year flood hazard area; therefore the project would result in no impact relative to potential flooding (Flood Insurance Rate Map, Panel 119, Map No. 06013C0119F, 6/16/09).

h)	**Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**	☐	☐	☐	☑

No Impact. See Initial Study Section IX(g) above.

i)	**Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**	☐	☐	☐	☑

No Impact. There are no levees or dams located upstream of the project site with the potential to inundate the site as a result of failure, resulting in no impact (Bay Area Dam Failure Inundation Maps, Association of Bay Area Governments: http://www.abag.ca.gov/bayarea/egmaps/dfpickc.html, accessed 3/9/15).

j)	**Would the project lead to inundation by seiche, tsunami, or mudflow?**	☐	☐	☐	☑

No Impact. The project site is not vulnerable to inundation by seiche or tsunami in that the project site is approximately two miles from Suisun Bay where there is only a slight possibility of small events (Pittsburg General Plan Update: Existing Conditions and Planning Issues, 285). In addition, the project site is flat and surrounded by development and would therefore not be subject to mudflow. Therefore the project would have no impact related to inundation by seiche, tsunami or mudflow.

X. Land Use and Planning:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project physically divide an established community?	☐	☐	☐	☑

No Impact. The site consists primarily of parking lots, maintenance facilities, vacant storage and classrooms that have not been in use since 2008. The entire site has the character of an abandoned use. The Project site was originally part of the Camp Stoneman military facility which was constructed in 1942 as part of the World War II effort. The Pittsburg Unified School District acquired the property in 1962 and developed the site as the Central Junior High School complex. The school was closed in 2008. Since that time the eastern portion of the property was used as a maintenance depot for the school district vehicles.

The site fronts on Loveridge Road to the east, directly across from a fire station and the Pittsburg Health Center. It is surrounded by Portofino Apartment Homes to the North, the Riverside Continuation High School to the south and the Stoneridge single family residential community to the west.

The proposed project would include the removal of all the vacant buildings and other structures on the project site. Development of the 230-unit apartment complex would fit within the existing land use pattern. As such, the proposed project would result in no impact related to physically dividing an established community. In fact, the project would have a positive land use impact by replacing an abandoned and unusable facility with housing that blends in with and continues the land use pattern of the surrounding area.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑

No Impact. The proposed project is consistent with the City of Pittsburg General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. The site was originally developed in 1942 for Camp Stoneman and was most recently utilized as Central Junior High School (1963). The site has been vacant and unoccupied since 2008. The General Plan designates the project site as 'Public/Institutional'. That designation is intended to provide for schools, government offices and other

related public uses. The designation recognized the use of the project site as a junior high school at the time the General Plan was adopted in 2001. The Junior High School was relocated in 2008 and the site has been vacant since that time. The school district determined that the project site was surplus property and no longer deemed necessary for educational use. Therefore it was sold to the project applicant for development. The Pittsburg Zoning Ordinance (PMC section 18.60.030) permits high density residential development in the 'GQ (Governmental/Quasipublic)' District provided that the Planning Commission finds that the land will not be needed in the future for a public/institutional use.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☑	☐

Less Than Significant Impact. The project site occurs within the area of the East Contra Costa County Habitat Conservation Plan and the Natural Community Conservation Plan. The Plan is designed to provide for comprehensive species, wetlands and ecosystem conservation within the region and to contribute to the recovery of endangered species in Northern California. The site does not provide critical habitat for any protected species. The project is mapped in the Plan as "urban landcover" and not subject to the HCP.

XI. Mineral Resources:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑

No Impact. There are no known mineral resources or deposits identified in the vicinity of the project site, therefore the proposed project would have no impact (Pittsburg General Plan Update, Existing Conditions and Planning Issues, pages 250-251, 253).

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

No Impact. There are no known mineral resources or deposits identified in the vicinity of the project site, therefore the proposed project would have no impact (Pittsburg General Plan Update, Existing Conditions and Planning Issues, pages 250-251, 253).

XII. Noise:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐

Less Than Significant with Mitigation. The City of Pittsburg General Plan requires that interior noise levels within new residential units be maintained at or below 45 dBA CNEL. The State Building Code, Title 24, Part 2 of the California Code of Regulations establishes minimum noise insulation standards to protect persons within new buildings which house people other than single family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB Ldn or CNEL in any habitable room. Noise levels could exceed the maximum allowable interior sound level of 45 dBA CNEL inside residential units exposed to exterior noise levels of 60 dBA CNEL when windows are open. The Pittsburg General Plan (General Plan Figure 12-1) anticipated sound levels on Loveridge Road exceeding 65 dBA. Because residential land uses proposed at the project site could be exposed to exterior and interior noise levels greater than "normally acceptable" noise levels standards required by the Pittsburg General Plan, noise impacts to proposed sensitive receptors would be considered potentially significant.

- **Impact NOI-1:** Interior noise levels could exceed the Pittsburg General Plan maximum allowable interior sound level of 45 dbA.

- **Mitigation Measure NOI- 1.** Implementation of the following mitigation measures would reduce the potential impact of exterior noise levels on potential sensitive receptors to a level of less than significant.

    1. Prior to the 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 of interior noise levels are reduced to 45 dBA CNEL or lower. The 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 the issuance of a building permit.

    2. Prior to the 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 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.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐

Less Than Significant. The construction of the project may involve perceptible vibration when heavy equipment or impact tools are used (e.g. jackhammers, hoe rams, etc.). Construction activities would include demolition, excavation, grading, site preparation work, foundation work and new building framing and finishing.

Existing residences bordering the northern and western property lines are typically 100 feet from the common property line. There is a fire station directly across from the project site to the east, on Loveridge Road and an East Bay Municipal Utility District encased water pipe property abutting the southern property line of the site. At a distance of 20 feet or greater, vibration levels from construction equipment would typically be below a significance threshold of 0.3 in/sec PPV. Construction activities would be temporary in nature and would occur during normal business hours, as regulated by the City of Pittsburg. Therefore, impacts related to ground borne vibration would be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐

Less Than Significant. Development of the apartment complex would increase ambient noise levels in the project vicinity as compared to the existing abandoned site. However, residential uses are not considered significant noise generators and the impact would be considered less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐

Less Than Significant with Mitigation. During construction of the proposed project, including demolition of existing structures, and construction of the project infrastructure and new buildings, noise

from the construction activities would contribute to the noise environment in the project vicinity. Noise impacts from construction activities depend on the various pieces of construction equipment, the timing and length of noise generating activities, and the distance between the construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g. early morning, evening or nighttime hours) when construction occurs in areas adjoining noise sensitive land uses, or when construction lasts over extended period of time. The demolition phase of the existing structures on the project site is expected to last for six to eight weeks. Construction of the apartment buildings would occur over a one year period.

- **Impact NOI-2:** Noise from construction activities could contribute to the existing noise environment and have a potential significant impact on adjacent residential properties to the north and west of the project site.

- **Mitigation Measure NOI-2:** Implementation of the following mitigation measures would reduce the potential impact of construction noise on existing residences adjacent to the project site to a level of less than significant.

    1. Prior to the 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 are 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:

    2. 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);

    3. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;

    4. Prohibit all unnecessary idling of internal combustion engines;

    5. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists;

    6. Locate all stationary noise-generating equipment, such as air compressors and portable power generators as far away as possible from adjacent residential land uses;

    7. Locate construction stating areas and construction material storage areas as far away as

possible from adjacent residential land uses;

8. Designate a "Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (i.e. starting work too early) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator of a construction site and include the telephone number in the notice sent to neighbors regarding the construction schedule; and

9. Hold a preconstruction meeting with job inspectors and the general contract/on-site project manager to confirm that noise mitigation and practices (including construction hours, construction schedule and noise coordinator) are complied with.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

No Impact. The project site is not located within an Airport Land Use Plan nor is it located within two miles of an airport (Contra Costa County Airports, http://www.cccounty.us/4694/Airports, accessed 3/18/15).

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

No Impact. The project site is not located within the vicinity of a private airstrip (Contra Costa County Airports, http://www.cccounty.us/4694/Airports, accessed 3/18/15).

XIII. Population and Housing:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐

Less Than Significant Impact. The proposed project would result in the development of 230 apartments, which is allowable in the 'GQ (Governmental/Quasipublic)' Zoning District. The General Plan land use designation of 'Public/Institutional', allows residential development on public lands designated as surplus.

The most recent Census estimates for family size in the City of Pittsburg are 3.27 persons per household (U.S. Census: http://quickfacts.census.gov/qfd/states/06/0657456.html, accessed on 3/9/15). The proposed units have the potential to increase the population of Pittsburg by 752 people. According to the 2013 Census estimates, the total population of the City of Pittsburg was 66,695 (U.S. Census: http://quickfacts.census.gov/qfd/states/06/0657456.html, accessed on 3/9/15); thus the proposed project would increase the City's population by 1.13 percent. As a result, the potential population increase is considered less than significant. As an infill site, no extension of roads or utilities would be necessary to facilitate redevelopment of the project site.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

No Impact. The entire project site is currently developed with urban uses including buildings remaining from Camp Stoneman and a junior high school developed in 1963. There are no existing residential units on the site and therefore there would be no impacts necessitating the construction of replacement units elsewhere.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

No Impact. See Initial Study Section XIII(b) above.

XIV. Public Services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	☐	☐	☐	☑

Less Than Significant Impact. The proposed project is located directly across the street, and within the 1.5 mile radii of the recently constructed Station 87 at 2331 Loveridge Road. While the construction of the project could result in increased risk of fire in the area due to the construction of new structures and additional people residing on the site, the proximity of the site to the fire station would ensure that the project would not cause an increase in response time and would not significantly impact acceptable service ratios for the surrounding fire stations. The CCCFD has established standard requirements for developer fees related to building permits, a one-time assessment that funds Fire District equipment and other improvements and Benefit Assessment District fees which support District staffing. Payment of these fees would reduce the potential impact related to Fire Protection services to a level of less than significant.

2) Police protection?	☐	☑	☐	☐

Less Than Significant Impact with Mitigation. City of Pittsburg General Plan Health and Safety Element Policy No. 10-P-39 establishes a desired ratio of 1.8 sworn police officers per 1,000 residents. According to the 2013 American Community Survey (ACS) 5-year estimates, the City of Pittsburg has an estimated population of 64,588. The proposed project would add an estimated 752 additional residents (230 multiplied by 3.27 household size) bringing the City's population to a total of 65,340. The General Plan police-resident ratio would require a total of 118 sworn officers for a population of 65,340 residents. According to Pittsburg Police Chief Brian Addington (email correspondence, 6/23/15), the Pittsburg Police force currently stands at 78 sworn officers. The Police Department would have to add an additional 40 sworn officers in order to be consistent with General Plan Policy No. 10-P-39. The proposed project could have a significant impact on police protection because it would increase the

demand for police services and the City is currently not meeting its goal for the number of sworn police officers per 1,000 residents as called for by General Plan Policy No. 10-P-39.

- **Impact PUB-1:** The increase in demand for police services could result in a potentially significant impact.

- **Mitigation Measure PUB-1:** Annexation of the property to the City's Community Facilities District (CFD) 2005-1 for Public Safety Services (City Council Resolution No. 06-10611) would mitigate potential impact related to the additional demand for police services. Payment of the required CFD fees would reduce the potential impact on police services to a level of less than significant.

3) Schools?	☐	☐	☑	☐

Less Than Significant Impact. Development of the proposed project would require that the applicant pay school development fees as dictated by state law, prior to the issuance of building permits. The maximum developer fees that the Pittsburg Unified School District currently collects are $2.97 per square foot for new residential construction and $0.47 for new commercial and industrial construction. According to Government Code Section 65996, payment of such fees constitutes full mitigation of any school impacts under CEQA. Therefore, any resulting increase in school enrollment would be offset by the required payment of PUSD's development fees. This impact is considered less than significant.

4) Parks?	☐	☐	☑	☐

Less Than Significant Impact. Future development of the project site with residential uses would result in additional people living in the City, thereby increasing demand for park services. PMC chapter 17.32, Dedication and Reservations, and PMC section 18.50.125.B, Parkland Dedication, sets forth detailed requirements for parkland dedication or fee in lieu of park land dedication, for residential subdivisions, condominiums and single parcel residential developments. PMC section 17.32.020 also describes the criteria for combining fees and dedication as well as credits for private open space. These requirements are standard conditions of project approval, and as such, would be adequate to mitigate potential impacts related to increased demand for public open space. This impact is considered less than significant.

5) Other public facilities?	☐	☐	☐	☑

No Impact. There are no other foreseeable governmental services that would be necessary to serve the project, therefore there would be no project related impacts to other public facilities.

XV. Recreation:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑

No Impact. As noted in Initial Study Section XIV(d), future development of the project with residential uses would result in additional people living in the City, thereby increasing demand for park services. PMC Chapter 18.50.125B sets forth the requirements for Park Land Dedication related to multifamily rental housing projects because apartments contribute to increased demand for community and neighborhood parks. The applicant must dedicate land or pay a fee, or dedicate land and pay a fee in combination as provided by PMC 17.32.020(g). Fees required pursuant to this subsection are calculated according to a schedule adopted by the city council by resolution or ordinance and are payable at the time a building permit is issued. Compliance with PMC Chapter 18.50.125.B would ensure that impacts to City parks from additional usage are adequately addressed, and no additional project specific mitigation is necessary.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

Less Than Significant Impact. The proposed project would include 13,800 square feet of interior open space providing recreation facilities for young children. Development of the project would require payment of fees or dedication of parkland in accordance with municipal codes requirements as noted under Initial Study Section XV(a). This impact is considered less than significant.

XVI. Transportation/Traffic:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☑	☐	☐

Less Than Significant With Mitigation. A detailed traffic analysis of the proposed project was conducted by DKS Associates and is included as an attachment to Initial Study Appendix D. In 2014, the City of Pittsburg adopted a new standard of significance described in CCTA's Technical Procedures and in the East County Action Plan, superseding the previous standard for Routes of Regional Significance. For comparison purposes, both standards were analyzed in this study, however only the standard from the East County Action Plan was used for determination of project impacts.

The East County Action Plan (May 2014) provides a standard of Level of Service (LOS D) (or better) on all signalized intersections along Routes of Regional Significance except for Bailey Road where LOS E is considered acceptable, and at Traffic Management Program (TMP) sites where other performance measures are used. This LOS is determined using the Highway Capacity Manual (HCM) 2010 methodologies. This study area includes three Routes of Regional Significance; SR-4, Buchanan Road and E. Leland Road.

The Pittsburg General Plan identifies two primary route categories: Routes of Regional Significance and Basic Routes. Routes of Regional Significance located in the study area include SR-4, E. Leland Road and Buchanan Road. All other roads within the study area are classified as Basic Routes. As part of the City of Pittsburg's General Plan, the City of Pittsburg strives to maintain a LOS D (or better) during peak hours at all intersections along Routes of Regional Significance, with LOS E permissible at intersections along Kirker Pass Road. Also as part of the City of Pittsburg General Plan, the City of Pittsburg strives to maintain an LOS of Low D (V/C less than or equal to 0.84) at intersections along Suburban Basic Routes and an LOS of high D (V/C less than or equal to 0.89) at intersections along Urban Basic Routes. The intersections at Loveridge Road and Buchanan Road and Loveridge Road and Stoneman Avenue are along Suburban Basic Routes. The remaining study intersections are all along Urban Basic Routes.

Specific impacts and mitigation measures related to Transportation/Traffic are discussed in the following

Initial Study Sections (b),(c), and (d) below.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards standard established by the county congestion management agency for designated roads or highways?	☐	☑	☐	☐

Less Than Significant with Mitigation. The traffic analysis prepared by DKS, included as Initial Study Appendix D, discusses the methodology and results in identifying the potential impacts related to the proposed project. The proposed project would generate 1,530 daily trips, including 127 net new AM peak hour trips (37 inbound, 90 outbound) and 154 net new PM peak hour trips (94 inbound, 60 outbound). Trip generation of the proposed project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012), (summarized in Appendix D), for the AM and PM peak hours, respectively.

In 2014, the City of Pittsburg adopted a new standard of significance described in CCTA's Technical Procedures and in the East County Action Plan, superseding the previous standard for Routes of Regional Significance. For comparison purposes both standards were analyzed in the DKS study, however only the standards from the East County Action Plan were used for determination of project impacts.

The East County Action Plan (May 2014) provides a standard of LOS D (or better) on all signalized intersections along Routes of Regional Significance except for Bailey Road where LOS E is considered acceptable, and at Traffic Management Program (TMP) sites where other performance measures are used. This LOS is determined using the HCM 2010 methodologies. This study area includes three Routes of Regional Significance; SR-4, Buchanan Road and E. Leland Road.

The Pittsburg General Plan identifies two primary route categories: Routes of Regional Significance and Basic Routes. Routes of Regional Significance located in the study area include SR-4, E. Leland Road and Buchanan Road. All other roads within the study area are classified as Basic Routes. As part of the City of Pittsburg's General Plan, the City of Pittsburg strives to maintain a LOS D (or better) during peak hours at all intersections along Routes of Regional Significance, with LOS E permissible at intersections along Kirker Pass Road. Also as part of the City of Pittsburg General Plan, the City of Pittsburg strives to maintain an LOS of Low D (V/C less than or equal to 0.84) at intersections along Suburban Basic Routes and an LOS of high D (V/C less than or equal to 0.89) at intersections along Urban Basic Routes. The intersections at Loveridge Rd and Buchanan Rd and Loveridge Rd and Stoneman Ave are along Suburban Basic Routes. The remaining study intersections are all along Urban Basic Routes.

- **Impact TRANS-1.** Loveridge Road and E. Leland Road (AM Peak Hour, Cumulative Plus Project Condition). This intersection would operate at LOS E under the Cumulative Condition, which

would be below the standard (LOS D) identified in the East County Action Plan. Addition of Project traffic to this intersection would result in an increase of the average delay in the cumulative PM Peak Hour of 3.4 seconds. Since this intersection would already operate below the standard, the addition of any project-related traffic would be considered a significant project impact.

- **Mitigation TRANS-1.** To mitigate this impact, the intersection signal operation would need to be adjusted to include an adjustment in traffic signal cycle and green time allocation (splits). With this mitigation in place, the intersection under HCM method would remain at LOS F with an average delay of 107.4 seconds during the AM peak hour. This would result in an improved average delay of 14.9 seconds when compared with the Cumulative Condition. With this proposed mitigation, this impact would be less than significant.

- **Impact TRANS-2.** Loveridge Road and Buchanan Road (PM Peak Hour, Cumulative Plus Project Condition). This intersection would operate at an LOS of E under the Cumulative Condition, which be below the standard (LOS D) identified in the East County Action Plan. Addition of Project traffic to this intersection would result in an increase of the average delay in the cumulative PM Peak Hour of 1.6 seconds. Since this intersection would already operate below the standard, the addition of any project-related traffic would be considered a significant project impact.

- **Mitigation TRANS-2.** To mitigate this impact, the intersection signal operation would need to be adjusted to include an adjustment in green time allocation (splits) amongst the eastbound-westbound approaches and southbound approach.

  With this mitigation in place, the intersection would improve to LOS D with an average delay of 52.5 seconds during the PM peak hour. This would result in an improved average delay of 17.9 seconds when compared with the Cumulative Condition. With this proposed mitigation, this impact would be less than significant.

- **Impact TRANS-3.** Loveridge Road and E. Leland Road (PM Peak Hour, Cumulative Plus Project Condition). This intersection would operate at an LOS of E under the Cumulative Condition which is below the standard (LOS D) identified in the East County Action Plan. Addition of Project traffic to this intersection would result in an increase of the average delay in the cumulative PM Peak Hour of 1.1 seconds. Since this intersection would already operate below the standard, the addition of any project-related traffic would be considered a significant project impact.

- **Mitigation TRANS-3.** To mitigate this impact, the intersection signal operation would need to be adjusted to include an adjustment in green time allocation (splits) amongst the eastbound-westbound approaches and northbound-southbound approaches.

With this mitigation in place, the intersection would improve to LOS D with an average delay of 51.0 seconds during the PM peak hour. This would result in an improved average delay of 13.2 seconds when compared with the Cumulative Condition. With this proposed mitigation, this impact would be less than significant.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☑

No Impact. The project site is not located within an airport land use plan nor is it located within two miles of an airport (Contra Costa County Airports: http://www.cccounty.us/4694/Airports, accessed 3/18/15).

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☑	☐	☐

Less Than Significant with Mitigation. The proposed project site, located at 1201 Stoneman Avenue, is approximately bounded by Loveridge Road to the east, Loveridge Circle to the north, and Stoneman Avenue to the south. Access to the project site is provided by a driveway located on Loveridge Road. This driveway is served by a signalized intersection. The proposed driveway was evaluated for safety and spacing issues. The evaluation in Initial Study Appendix D included considering the characteristics of the surrounding land uses, the existing roadway geometry and the available sight distance. According to Table 405.1A of the Caltrans Highway Design Manual, the required Corner Sight Distance for a 45 MPH roadway is 495 feet. An evaluation of the project site plan showed that the project driveway is located on roadways that are both straight and flat with satisfactory sight distance per the requirements of the Highway Design Manual. These proposed driveway locations also do not appear to be in alignment with the existing signalized intersection at Loveridge Road.

- **Impact TRANS-4.** The proposed driveway locations do not appear to be in alignment with the existing signalized intersection of Loveridge Road. This would be a potentially significant impact.

- **Mitigation TRANS-4.** The project driveway on Loveridge Road should be aligned or realigned to conform to the existing signalized intersection. With this proposed mitigation, this impact would be less than significant.

e) Would the project Result in inadequate emergency access?	☐	☐	☐	☑

No Impact. Development of the project site would require compliance with all building, fire, and safety codes and would be subject to review and approval by the City of Pittsburg Engineering Division, Public Works Department, and the Contra Costa County Fire Protection District (CCCFD). Required review by these departments would ensure that the proposed circulation system for the project site would provide adequate emergency access.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☑	☐

Less Than Significant. DKS evaluated the potential project impacts on transit accessibility, bicycle facilities and pedestrian facilities and determined that the project would have a less than significant impact on these facilities.

Transit Accessibility. Three Tri Delta bus transit routes (Lines 380, 390, and 393) operate near the project site. In general, these bus routes provide access between the project area and the nearby Pittsburg BART stations.

The anticipated mode share of transit riders from the proposed project site is anticipated to be minimal (less than five percent). By assuming a mode share of five percent, approximately 15 or fewer peak-hour transit trips would be made in any direction. It is estimated that these additional riders could be accommodated by the existing service, spread out over the various routes and frequency of service.

Bicycle Facilities. The 2009 East Contra Costa County Bikeway Plan indicates bicycle facilities in the vicinity of the project. The existing system consists of three classifications of bicycle facilities:

- Class I Bikeway (bike path) – completely separated, with paved right of way (shared with pedestrians) which excludes general motor vehicle traffic.
- Class II Bikeway (bike lane) – provides a striped and stenciled lane for one-way bike travel on a street or highway.
- Class III Bikeway (bike route) – a shared use roadway with motor vehicle traffic and is only identified by signage.

In the vicinity of the project site, a combination of Class II and Class III bicycle lanes are provided on Buchanan Road, E. Leland Road, and Loveridge Road. A Class I bicycle path (Delta De Anza Trail) is provided south of the project along the EBMUD right-of way.

Pedestrian Facilities. Based on a site visit by DKS, pedestrian facilities within the vicinity of the project site include sidewalks, crosswalks, curb ramps and traffic signals with pedestrian crosswalks. Pedestrian

traffic volume is moderate in the vicinity of the project site. There are crosswalks and traffic signals with flashing pedestrian signals at all study intersections. The existing pedestrian facilities along with the proposed improvements associated with the project will adequately accommodate anticipated pedestrian volumes generated by the project.

XVII. Utilities and Service Systems:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐

Less Than Significant. Wastewater services are provided by the City of Pittsburg and Delta Diablo. The City owns and operates the local sewage collection system. The City's collection system consists of approximately 96 miles of sewer lines including a main trunk line along Loveridge Road.

Wastewater from the proposed Project would consist of sanitary flow which would be conveyed by public sanitary sewer lines underground to the Delta Diablo District wastewater plant for treatment. This plant is located north of the Pittsburg-Antioch Highway. The plant has the permitted capacity to treat 19.5 million gallons of sewage per day (MGD). In 2014 the average dry weather influent to the treatment plant was 12.9 mgd, or 66% of capacity. Therefore, flows from the proposed project are not anticipated to result in the treatment plant exceeding its treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). The proposed project would have a less than significant impact on waste water treatment facilities since it would utilize existing waste water treatment capacity from a permitted connection.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐

Less Than Significant. A Stormwater Control Plan was prepared for the project by Bellecci & Associates, Inc. dated June 2014. The plan documents the existing impervious surface on the project site as 383,000 square feet, of which 193,250 square feet would be replaced. There would be a total of 25,564 square feet of new impervious surface, so that the total post-project impervious surface area would be 218,814 square feet, which would amount to 57 percent of the current site coverage.

To meet the setback, parking and access requirements associated with the proposed development, most of the site would be covered with new roofs and paving. Due to the low permeability of the clay to silty clay soils that underlie the site, deep infiltration is not feasible.

The site design includes landscaped areas and pervious concrete that would retain and treat their own runoff. The majority of the larger landscape areas would be used as bio-retention facilities to treat and discharge the runoff from the impervious surfaces. Treated runoff would be discharged from the BMP's to the storm drain line that runs beneath Loveridge Road. No runoff would be directly discharged to the draining system outside of the project site.

The site design includes low impact strategies including the following:

1. The design of the parking lot to retain and treat runoff,

2. the use of permeable pavement to reduce the amount of, as well as clean surface flow prior to the discharge of runoff from the site,

3. the use of bioretention facilities to treat the runoff through filtration, decrease the time of concentration via evapotranspiration and percolation through engineered soil, and

4. The discharge of the treated runoff into the existing storm drain system on Loveridge Road

The project is decreasing the existing amount of impervious surface by approximately 3.8 acres, and along with the addition of the BMPs, the overall runoff amounts from the site to the storm drain system would decrease.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐

Less Than Significant. See Initial Study Section XVII(b) above.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐

Less Than Significant. Pittsburg obtains raw water from the Contra Costa Water District (CCWD) through the Central Valley Water Project. The CCWD's current contract for its entire service area is 195,000 acre-feet-per year (af/y) or 173 million gallons per day (mgd). However, these allocations are subject to regulatory or other temporary restrictions that may be imposed arising from drought or other

conditions. In addition to its Central Valley Project contract, the CCWD has negotiated water rights with a number of local districts and entities including the East Contra Costa Irrigation District. These agreements bring CCWD's total annual supply to 242,000 af/y (Pittsburg General Plan). The City operates its own water treatment plant and associated infrastructure which primarily serves customers within City limits.

e)	**Would the project 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?**	☐	☐	☑	☐

Less Than Significant. The project site is within the Delta Diablo service boundary and as such, Delta Diablo would provide wastewater treatment for the proposed project. Delta Diablo has an average dry weather design capacity to provide secondary treatment for 16.5 million gallons per day (MGD) (Delta Diablo website: http://deltadiablo.org/about-us). Correspondence from the district dated June 24, 2014 set forth the required fees for connection to the District facilities including a Capital Facilities Capacity Charge and Pro-rated sewer charge.

f)	**Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**	☐	☐	☑	☐

Less Than Significant. The proposed project would be served by Pittsburg Disposal Service, which provides solid waste pick-up and disposal services to most of Pittsburg. Solid waste generated within the City of Pittsburg is disposed of at the Keller Canyon landfill. The Keller Canyon landfill has a permitted capacity of 75 million cubic yards, with 12 million cubic yards (16 percent) used and 63 cubic yards (84 percent) remaining. (CalRecycle, Facility and Site Summary Details, http://calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/, accessed 3/25/15). Therefore the potential impact related to solid waste disposal needs would be less than significant.

g)	**Would the project comply with federal, state, and local statutes and regulations related to solid waste?**	☐	☐	☐	☑

No Impact. The proposed project is not a class of project that is generally recognized as having a

potential to violate applicable statutes and regulations related to solid waste; therefore, there would be not impact.

XVIII. Mandatory Findings of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑

No Impact. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community or reduce the number or restrict the range of a rare or endangered plant or animal. The project site was originally developed as part of Camp Stoneman in the 1940s, and then by a Junior High School constructed in 1963 and vacated in 2008. . There is no habitat on the project site, the portion of the site not covered by buildings is paved with minimal landscaping. The demolition of the existing structures on the project site would not eliminate important examples of the major periods of California history or prehistory. It was WSA's recommendation that the former Officer's Club within the 1201 Stoneman Avenue project site meets Criterion 1 for listing on the CRHR, but due to its lack of integrity (physical alterations as well as a lack of integrity as it relates to setting), WSA did not recommend that the Officer's Club be considered an historical resource for the purposes of CEQA. Therefore, the demolition of this structure would have no impact on historic resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively Considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐

Less Than Significant. The project would not have impacts that are individually limited, but cumulatively

considerable. The project site was originally developed in the 1940s as part of Camp Stoneman. Over time the surrounding area has been developed with housing, a school, medical center, and fire station. The project would be an infill development. The existing public infrastructure is adequate to serve this development.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

Less Than Significant with Mitigation. The project does not have the potential for environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly, other than those addressed in the preceding sections of this Initial Study Checklist. As described in the preceding sections of this Initial Study Checklist, the project would have no impact or less than a significant impact on aesthetics, agriculture and forest resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, recreation, and utilities and service systems. With recommended mitigation measures contained in this Initial Study Checklist, the proposed project would have less than significant impacts related to air quality, biological resources, geology and soils, noise, public services, and transportation. The project is anticipated to provide an overall environmental benefit through the removal of a vacant, outdated facility and construction of new housing units.