Frontage Road General Plan Amendment and Rezone Project

Initial Study – Negative Declaration

prepared by

City of Pittsburg
65 Civic Avenue
Pittsburg, California 94565
Contact: Kristin Pollot, AICP, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

November 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Table of Contents

Tables

Figures

Abbreviations and Acronyms

AB	Assembly Bill
ABAG	Association of Bay Area Governments
af	acre feet
afy	acre feet per year
ALUCP	Airport Land Use Compatibility Plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BIOS	Biogeographic Information and Observation System
BMP	best management practices
CALFIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
CalOES	California Office of Emergency Services
CalOSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
CAPCOA	California Air Pollution Control Officers Association
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
SBPP	Countywide Bicycle and Pedestrian Plan
CCAP	Central County Action Plan
CCCFPD	Contra Costa County Fire Protection District
CCCSD	Central Contra Costa Sanitary District
CCR	California Code of Regulations
CCTA	Contra Costa Transportation Authority
CCWD	Contra Costa Water District
CCCWP	Contra Costa Clean Water Program
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code

CFP	California Fully Protected
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2e	carbon monoxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CTP	Countywide Transportation Plan
CWA	Clean Water Act
dB	decibels
dBA	A-weighted sound pressure level
DOC	Department of Conservation
DOF	Department of Finance
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
ECCC HCP	East Contra Costa County Habitat Conservation Plan
EMFAC	Emissions Factor Model
FEMA	Federal Emergency Management Agency
FHC	fuel hydrocarbon
FTA	Federal Transit Administration
GHG	greenhouse gases
Hz	hertz
HMBP	Hazardous Materials Business Plan
IPaC	Information for Planning and Consultation
ITE	Institute of Transportation Engineers
kBtu	thousand British thermal units
kWh	kilowatt-hours
Ldn	Day-Night Average (noise) level
Leq	single steady A-weighted (noise) level
Lmax	highest root mean squared sound pressure level

Lmin	lowest root mean squared sound pressure level
LUST	Leaking Underground Storage Tank
MCE	Marin Clean Energy
MDUSD	Mount Diablo Unified School District
mph	miles per hour
MT	metric tons
MWH	megawatt hours
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NMFS	National Marine Fisheries Service
N_2O	nitrous oxides
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resources Conservation Service
NWI	National Wetlands Inventory
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
Pb	Lead
PG&E	Pacific Gas and Electric
PMC	Pittsburg Municipal Code
PPD	Pittsburg Police Department
PPRD	Pittsburg Parks and Recreation District
$PM_{2.5}$	particulate matter with a diameter of up to 2.5 microns
PM_{10}	particulate matter with a diameter of up to 10 microns
PPD	Precise Plan District
PPV	Peak Particle Velocity
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board

SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SLF	Sacred Lands File
SO_2	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board (California)
TAC	toxic air contaminant
TCR	Tribal Cultural Resources
USACE	U.S. Army Corps of Engineers
USEPA	Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds

Initial Study

The City of Pittsburg, as the Lead Agency, prepared this Initial Study for the Frontage Road Project ("project") in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et. seq.), and the regulations and policies of the City of Pittsburg, California.

1. Project Title

Frontage Road General Plan Amendment and Rezone

2. Contact Person and Phone Number

Kristin Pollot, AICP, Planning Manager
925-252-4015
KPollot@ci.pittsburg.ca.us

3. Project Location

The project site is located along Frontage Road roughly between Dover Way and Chelsea Way in the City of Pittsburg, Contra Costa County. To the north of the site is an approximately 13-foot tall sound barrier to attenuate noise from State Route 4, and beyond that are residences, a small convenience store, and a Pacific Gas and Electric (PG&E) substation to the north. To the south is a frontage road and further south are single-family residences. To the west of the project site is an approximately 1,000-foot-wide PG&E powerline corridor, with single-family residences and a public park further west. To the east are Los Medanos Elementary School and further single-family residences east of the site. Figure 1 shows the regional location of the project site, and Figure 2 provides an aerial image of the project site in its neighborhood context.

4. Project Sponsor's Name and Address

City of Pittsburg
65 Civic Avenue
Pittsburg, California 94565

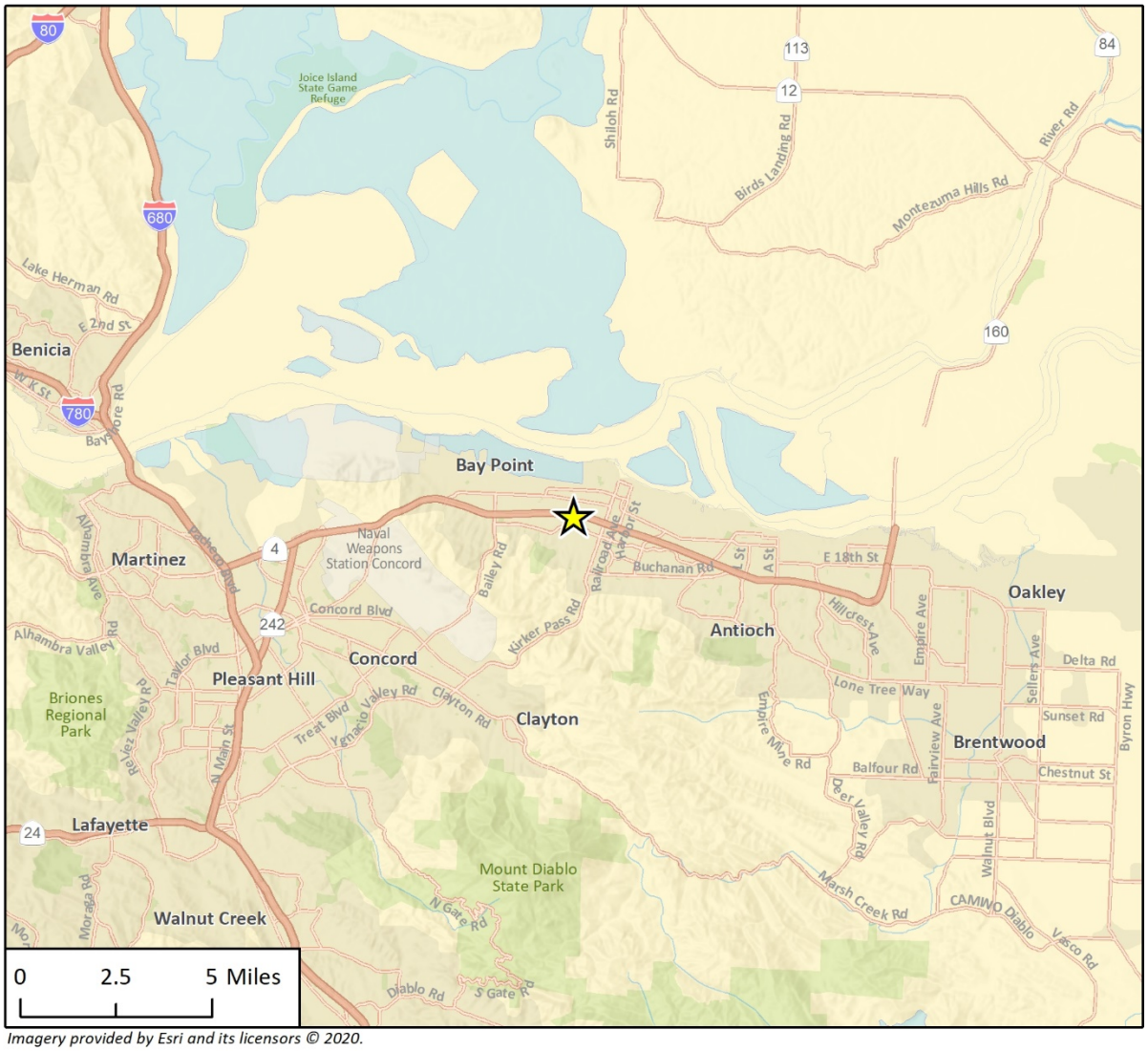
5. General Plan Designation

Park

6. Lead Agency Name and Address

City of Pittsburg
65 Civic Avenue
Pittsburg, California 94565

Figure 1 Regional Location



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Project Location

N

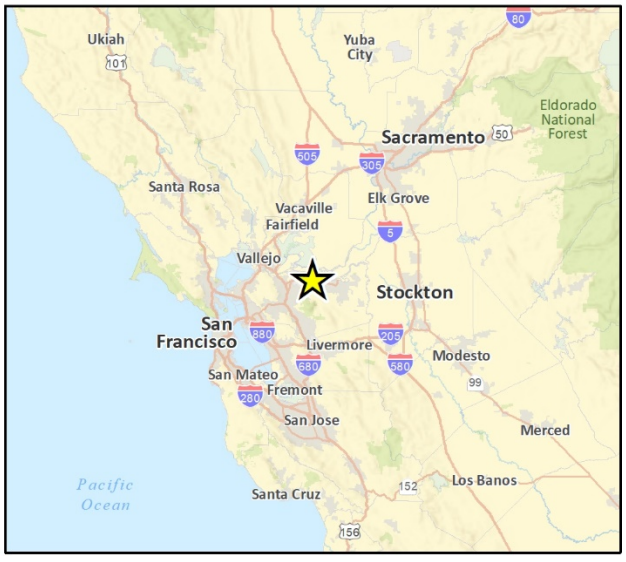

Figure 2 Project Location

Imagery provided by Microsoft Bing and its licensors © 2020.

Fig 2 Project Location

7. Zoning

None. This former right-of-way parcel has not had a zoning designation applied.

8. Project Description

The proposed Frontage Road General Plan Amendment and Rezone project ("project") would amend the General Plan and rezone a City-owned undeveloped parcel, as well as a small unmapped portion of abandoned right-of-way (APN: 087-277-001),that in total are less than three (3) acres in size. The site would amend the City of Pittsburg's General Plan and would be rezoned to Community Commercial (AP-20-1544 [GP,RZ]). Approval of the project would allow for the future construction of the project site. However, development constraints such as physical setting and utility easements would limit development on the site to only allowable uses under the Community Commercial designation such as additional utilities or telecommunication facilities.

Due to these constraints, a portion of the project site would potentially be developed with a 12-foot wide Class I bicycle trail along the southern perimeter of the site. The construction of a bicycle trail would further limit development on the project site. As such, it is assumed that no habitable structures could be constructed on the site but uses such as minor utilities or telecommunication facilities, for example electronic billboards, or small structures such as an automated teller machine (ATM) or reverse vending machine[1] could be constructed on the site and would have the smallest footprints on the site compared to other developments typically allowed under the Community Commercial designation.

The proposed project would not result in any direct physical impacts as the proposed General Plan amendment and rezone would not propose any construction or specific development. . Furthermore, future development of the project site may require additional environmental review and/or separate project specific mitigation if the proposed use would result in more severe impacts than what was analyzed in this Initial Study.

9. Surrounding Land Uses and Setting

The surrounding neighborhood includes residential land uses, governmental and quasi-public land uses, and open space. State Route 4 is north of the project site and further north of the site and State Route 4, are the Belmont Apartment Homes, a small convenience store, and a PG&E substation. To the east of the site is the Los Medanos Elementary School and single-family residences. To the south of the site is Frontage Road and further south are single family residences. To the west of the site is a 1,000-foot-wide PG&E utility corridor and single-family homes are beyond that. The Contra Costa Canal is located approximately 0.6 mile southwest of the project site and the Pittsburg Center Bay Area Rapid Transit (BART) station is located approximately 0.7 mile east of the site.

The project site is owned by the City of Pittsburg and is an undeveloped parcel with 15 utility poles and multiple utility easements. The site is generally flat with an approximate elevation of 50 feet.

[1] A reverse vending machine is a machine where people can return empty beverage containers like bottles and cans for recycling.

The site is landscaped with ruderal vegetation and three trees toward the center of the site along the sound barrier.

10. Other Public Agencies Whose Approval is Required

The City of Pittsburg is the only public agency with discretionary authority to approve this project. The following permits and approvals are required from the City prior to project construction:

- General Plan Amendment
- Community Commercial Rezone

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The City has not received any requests from California Native American tribes to be notified of proposed projects in the City, pursuant to Public Resources Code (PRC) Section 21080.3.1.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to 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 "less than significant with mitigation incorporated" 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 potential 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.

Signature

11/24/20

Date

Kristin Pollot

Printed Name

Planning Manager

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

Setting

The project site is an undeveloped parcel with 45-foot utility poles on the site. The site's landscape includes three landscaping trees and ruderal vegetation. Figure 3 and Figure 4 provide views of the existing project site. The project site is approximately 12 miles northeast from a designated State Scenic Highway, State Route 24 (California Department of Transportation [Caltrans] 2019). A large PG&E corridor is located directly west of the site.

A scenic corridor is the view from a road that may include a distant panorama and/or the immediate roadside area (City of Pittsburg 2019a). The City's adopted General Plan (November 16, 2001) does not designate any scenic corridors. The City's General Plan also notes that the Delta shoreline is one of the City's most identifiable visual resources, although it is not designated as a scenic resource (City of Pittsburg 2019a). Views of the Delta shoreline from public spaces are limited and unavailable through or from the project site. The ridgelines in the southern portion of the City are also identified within the General Plan as identifiable visual resources, although are not designated as scenic resources.

Figure 3 Existing Project Site

Project site looking east

Figure 4 Existing Project Site

Utility Poles on the project site

Regulatory Setting

City of Pittsburg General Plan

Urban Design Goal 4-G-2: Preserve minor ridgelines south of State Route 4 as open space to provide screening for hillside development.

City of Pittsburg Municipal Code

Section 18.82.030. *From Outdoor Lighting.* Security lighting may be indirect or diffused, or be shielded or directed away from an R district within 100 feet.

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

A scenic vista is usually defined as a panoramic view from an elevated position or a long-range view from a public vantage point. This can include views of natural features or of the built environment, when architecture and landscaped boulevards offer high-value views of an area considered important to the sense of place. The City of Pittsburg General Plan identifies the ridgelines and Delta shoreline in Pittsburg as identifiable visual resources within the City but are not designated scenic resources. There are no scenic vistas within or near the project site, or that would be impacted by development of the project site. The project would have no impact.

NO IMPACT

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

The nearest State-designated scenic highway is State Route 24 from the east portal of the Caldecott Tunnel to Interstate 680 near Walnut Creek. The City of Pittsburg is not visible from this route. The nearest State route eligible for designation as a scenic highway is State Route 4 from State Route 160 near Antioch to Route 84 near Brentwood (Caltrans 2019). The project site is not located within this eligible portion of State Route 4. Project implementation would have no effect on scenic resources in view of a state scenic highway. There would be no impact.

NO IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is an undeveloped property in an urbanized area characterized by single family residential to the south, east, and west and an approximately 13-foot tall sound wall and State Route 4 to the north. The project would amend the General Plan and rezone the parcel to Community Commercial which would allow for development of the project site. Development on the site would be limited and constrained by the utility easements on the site. The project would not remove existing vegetation or trees on site.

The project would allow for development of the site but due to the site's physical constraints, habitable structures could not be developed. Visual barriers would be similar to utility poles or

electronic billboards. Any development on the project site would be required to undergo Design Review or similar review processes before either City Council or Planning Commission and would be required to comply with the Pittsburg Municipal Code, such as, for example, Sections 18.36.200, which outlines the design review procedure for all land use districts other than single-family residential and Section 19.12.025, which outlines the review procedure for electronic billboards. Future development that would include the construction of wireless telecommunication facilities would also be required to comply with Pittsburg Municipal Code Section 18.84.930, which outlines standards of review for design review application of wireless telecommunication facilities. Development standards outlined in the Pittsburg Municipal Code, Chapter 18.52, for Commercial Districts include setbacks, a maximum FAR of 0.5, a maximum height of 60-feet, and a minimum of 10 percent of a site set aside for landscaping. Future development with a small structure would only be partially visible from State Route 4 as the 13-foot noise barrier currently obstructs views through the project site. However, a structure greater than 13 feet in height would be visible and could significantly affect views of the ridgelines for vehicles travelling along State Route 4. Development with an electronic billboard, for instance, would introduce structures as tall as the utility poles on site and would not exceed the development standard of a 55-foot height limit, as set forth by Pittsburg Municipal Code Section 19.12.025. Development of the site with electronic billboards would introduce structures that would affect views of the ridgelines to the south for vehicles traveling along State Route 4. However, those viewers would be travelling up to 65 miles per hour and would experience a minimal disruption of those views. Therefore, development of the project site under the Community Commercial zoning designation would not conflict with applicable zoning requirements and regulations governing scenic quality.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project would not create a new source of light or glare that would affect daytime or nighttime views in the area. Development of the site in the future with, for instance, an electronic billboard, would introduce a new source of light to the area. However, per Pittsburg Municipal Code Section 19.12.025, any electronic billboard would be required to face away, in a perpendicular direction, from the residences to the south, east, and west of the site, and comply with the applicable Federal, State, and local laws and regulations regarding light and glare. Therefore, the project would not substantially increase nighttime lighting levels of light and glare to the extent that it would affect views.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

Setting

The project site is in an urban area and is currently undeveloped. The City of Pittsburg does not have any land zoned for agricultural use (City of Pittsburg 2010).

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program to assess and record suitability of land for agricultural purposes. In each county, the land is analyzed for soil and irrigation quality and the highest quality land is designated as Prime Farmland. The project site and vicinity are designated as Urban and Built-Up Land and the site does not have any identified agricultural or forest land (DOC 2016a).

Regulatory Setting

PRC Section 12220(g) defines forest land as:

> "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

PRC Section 4526 defines timberland as:

> "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

Government Code Section 51104(g) defines a timberland production zone as:

> "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

Impact Analysis

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site and surrounding area is located entirely in the Urban and Built Up Land area (DOC 2016a). Project implementation would only modify the project site; therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by project implementation and no impact would occur.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

The project site and surrounding areas are not subject to Williamson Act contracts (DOC 2016a). The project would only involve a General Plan amendment and the rezone of the site to Community Commercial from vacant land. Therefore, no Williamson Act contracts would be affected by project implementation and no impact would occur.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

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?

The City of Pittsburg does not have any land zoned for forestry (City of Pittsburg 2010). While some vegetation is present on the project site, the site itself is not considered forest or timberland. The project site does not provide forest and timber resources. As such, the project would not convert forest or timberland uses, and no impact would occur.

NO IMPACT

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3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. 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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Air Quality Standards and Attainment

The City of Pittsburg is in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Air quality in the SFBAAB is affected by the region's emission sources and by natural factors. Topography, speed, and direction of wind, and air temperature gradient all influence air quality. The SFBAAB is affected by a Mediterranean climate, with warm, dry summers and cool, damp winters.

Air pollutant emissions in the SFBAAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include sources such as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

The U.S. Environmental Protection Agency (USEPA) has set primary national ambient air quality standards for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with a diameter of up to ten microns (PM_{10}) and up to 2.5 microns ($PM_{2.5}$), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. California has established health-based ambient air

quality standards for these and other pollutants, some of which are more stringent than the federal standards.

As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet them. Depending on whether standards are met or exceeded, a local air basin is classified as in "attainment" or "non-attainment." The BAAQMD is in non-attainment for the federal standards for O_3 and $PM_{2.5}$ and in non-attainment for the state standard for O_3, $PM_{2.5}$, and PM_{10}.

Air Quality Management

The BAAQMD is primarily responsible for assuring national and state ambient air quality standards are attained and maintained in the Bay Area. The BAAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. The BAAQMD has jurisdiction over much of the nine-county Bay Area, including Contra Costa County.

The BAAQMD adopted the 2017 Clean Air Plan (2017 Plan) as an update to the 2010 Clean Air Plan. The 2017 Plan provides a regional strategy to protect public health and protect the climate. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors—volatile organic compounds (VOC)/reactive organic gases (ROG)[2] and nitrogen oxides (NO_X)—and reduce transport of ozone and its precursors to neighboring air basins. The 2017 Plan builds upon and enhances the BAAQMD's efforts to reduce emissions of fine particulate matter and toxic air contaminants (BAAQMD 2017a).

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

To be consistent with an AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the local jurisdiction's forecasted future population. A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. Population growth would lead to increased vehicle use, energy consumption, and associated air pollutant emissions.

Construction

As discussed in Section 14, *Population and Housing*, the project would not involve the construction of infrastructure that could induce substantial population growth such as new or increased capacity sewer or water lines, or the construction of new streets and roads. The project would not involve construction or operation of various uses on the site and thus, would not have associated construction emissions or operational vehicle trips. Secondary impacts associated with potential future development on the site and impacts associated with that development may include

[2] The ARB defines VOC and ROG similarly as, "any compound of carbon excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions (California 2004). For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions and the term ROG is used in this report.

construction of the site that would contribute to construction emissions. Development construction would be temporary and allowable uses on the site, such as electronic billboards, telecommunication facilities or other small uninhabited structures, are not expected to require construction that would exceed two weeks (Lamphier-Gregory 2019). Construction on the project site would be below screening level sizes listed in the 2017 BAAQMD *California Environmental Quality Act (CEQA) Guidelines* and would not include construction activities such as demolition, simultaneous construction phases, extensive site preparation, or extensive material transport. Furthermore, as discussed under criterion *b,* the project would not result in an increase of any criteria air pollutant. Therefore, the project would comply with the 2017 Clean Air Plan.

Operation

The project would not require operation of the project site. No habitable structures could be constructed on the project site that would result in substantial population growth. Therefore, development on the project site would not conflict or obstruct implementation of the applicable air quality control plan.

LESS THAN SIGNIFICANT IMPACT

b. 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?

The BAAQMD region is currently in non-attainment of State and national ambient air quality standards for ozone and fine particulate matter ($PM_{2.5}$) and of State standards for large particulate matter (PM_{10}) (CARB 2018). As described in Section 8, *Project Description*, the proposed project would not result in any direct impacts as the proposed General Plan amendment and rezone does not propose any construction activities and therefore, would not contribute to an existing air quality violation.

However, secondary impacts associated with potential future development on the project site may occur and impacts associated with that development could include a minimal contribution to an existing air quality violation through an increase in criteria air pollutants. Construction activities of future development on the project site could include site preparation, rough grading, and paving, all of which have the potential to generate criteria air pollutant emissions. In particular, site preparation and grading may cause windblown dust that could contribute particulate matter into the local atmosphere. The BAAQMD has not established quantitative thresholds for fugitive dust emissions but rather states that projects that incorporate best management practices (BMP) for fugitive dust control during construction, such as watering exposed surfaces, would have a less than significant impact related to fugitive dust emissions. Fugitive dust emissions could be significant and future development may require a subsequent CEQA analysis in which mitigation measures may be required to reduce impacts related to fugitive dust.

Future development of the site would not construct any habitable structures therefore, secondary impacts of the project would not contribute to urban growth or generate additional motor vehicle trips. Contributions to an existing air quality violation, as a result of secondary impacts associated with future development, would be subject to BAAQMD best management practices and regulations. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

A TAC is defined by California law as an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. Certain population groups, such as children, older adults, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as population groups that are more susceptible to exposure to pollutants and examples include health care facilities, retirement homes, school and playground facilities, and residential areas. The nearest sensitive receptors are the residential uses to the east, south, and west of the site. The project would not directly expose sensitive receptors to substantial pollutant concentrations because it would not involve the construction or operation of the site. Secondary impacts, as a result of a potential future project at the site, may include construction activities. However, potential construction activities are expected to be limited in scope and not require any long term construction that would expose sensitive receptors to substantial pollutant concentrations. Furthermore, the proposed Community Commercial general plan and zoning designation would not allow for uses on the site that would introduce sensitive receptors to the site.

In the Bay Area, a number of urban or industrialized communities exist where the exposure to long-term TACs is relatively high compared to other communities. Sources of TACs may include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. However, according to the BAAQMD CEQA Guidelines, the project site is not in an impacted community (BAAQMD 2017b). The project would not allow for the above uses on the project site. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Table 3-3 in the BAAQMD's 2017 *CEQA Guidelines* provides odor screening distances for land uses with the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017b). None of the uses identified in the table would occur on the project site. The project would not generate objectionable odors affecting a substantial number of people.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	■	☐

Existing Setting

Two soil types occur on the site: Rincon clay loam, 2-9 percent slopes, and Capay clay, 1-15 percent slopes (USDA 2019). The project site currently contains ruderal grasslands and sparse trees and shrubs surrounded by paved areas. Vegetation on the site appears to be periodically mowed, and piles of gravel and woodchips are also present within the site. According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI; USFWS 2020c) and the U.S. Geological Survey (USGS) National Hydrography Dataset (NHD, USGS 2020), an ephemeral stream occurs in the undeveloped area to the west, approximately 475 feet from the project site.

Regulatory Setting

Federal and State

Regulatory authority over biological resources is shared by federal, State, and local agencies under a variety of laws, ordinances, regulations, and statutes. Primary authority for biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Pittsburg).

The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State and has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA), the CDFW and the USFWS, respectively, have direct regulatory authority over species formally listed as threatened or endangered (and listed as rare for CDFW). Native and/or migratory bird species are protected under the CFGC Sections 3503, 3503.5, and 3511.

Statutes within the Clean Water Act (CWA), CFGC, and California Code of Regulations (CCR) protect wetlands and riparian habitat. The U.S. Army Corps of Engineers (USACE) has regulatory authority over wetlands and waters of the United States under Section 404 of the CWA. The State Water Resources Control Board and the nine Regional Water Quality Control Boards (RWQCBs) ensure water quality protection in California pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Water Quality Control Act. The CDFW regulates waters of the State under the CFGC Section 1600 et seq.

Special status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and the National Marine Fisheries Service (NMFS) under the FESA; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the CESA; 3) recognized as California Species of Special Concern (CSSC) by the CDFW; 4) afforded protection under CFGC; and 5) occurring on Lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system.

Local

The City of Pittsburg Municipal Code (18.84.825-18.84.865) has tree protection guidelines that may apply to the project. The project site also falls under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP).

Methods

Literature Review

Rincon Consultants, Inc. (Rincon) biologists reviewed agency databases and relevant literature for baseline information on special status species and other sensitive biological resources occurring or potentially occurring at the project site and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Database (CNDDB) (CDFW 2020a) and Biogeographic Information and Observation System (BIOS) (CDFW 2020b)
- CDFW Special Animals List (CDFW 2019) and Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2020c)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2020)
- USFWS Information for Planning and Consultation (IPaC; USFWS 2019a)
- USFWS Critical Habitat Portal (USFWS 2020b)
- USFWS NWI (USFWS 2020c)
- NHD (USGS 2020)
- United States Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) Web Soil Survey (NRCS 2019)

Rincon biologists conducted a review of the CNDDB (CDFW 2020a) for recorded occurrences of special status plant and wildlife taxa in the region. For this review, the search included all occurrences within USGS 7.5-minute topographic quadrangle encompassing the project site (*Honker Bay*), and the eight surrounding quadrangles (*Fairfield South, Denverton, Birds Landing, Vine Hill, Antioch North, Walnut Creek, Clayton,* and *Antioch South*).

Rincon compiled the results of the background literature review into a list of regionally occurring special status plants and animals and evaluated each species for potential to occur based on habitat conditions and proximity to known occurrences. Rincon also reviewed the NWI (USFWS 20120c) and the NHD (USGS 2020) for potential aquatic resources, including jurisdictional waters of the United States or waters of the State.

Impact Analysis

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 Wildlife or U.S. Fish and Wildlife Service?

Special Status Plants

A review of agency databases for known special status plant occurrences within the nine USGS quadrangles containing and surrounding the project site identified 63 special status plant species (CDFW 2020a; CNPS 2020; USFWS 2020a). All the reported species have specific habitat requirements including such factors as soil type, elevation and aspect among others. The highly disturbed existing conditions and the lack of appropriate soils and native vegetation communities on the site preclude the potential for most rare plants to occur on the site. Rincon biologists

determined that of these 63 special status species, only one, big tarplant (*Blepharizonia plumosa*), has the potential to occur within or adjacent to the project site.

Big tarplant has a low potential to occur on site. It has a state rank of S1S2 (imperiled to critically imperiled in California) and a CNPS CRPR of 1B.1 (seriously threatened throughout its range in California). There are five recorded occurrences within 5 miles of the project site, with the most recent in 2000, 5 miles southeast of the project site (CDFW 2020a). A historic occurrence from 1937 occurs in the project vicinity. This plant occurs in annual grassland on clay or clay loam soils. Annual non-native grasslands are present on site and both of these soil types occur within the project site; however, due to the highly disturbed nature of the project site and its location in a developed area, impacts to this species associated with potential future development are not expected.

Special Status Wildlife

Seventy-one (71) special status animal species were identified with known occurrence records within the nine USGS quadrangles containing and surrounding the project site (CDFW 2020a; USFWS 2020a). This list was reviewed and refined according to the potential for species to occur on the project site based on the presence and quality of habitats within the project site. Of these, two species have the potential to occur within the site: Western bumble bee (*Bombus occidentalis*) and western burrowing owl (*Athene cunicularia)*.

The western bumble bee (state candidate for listing) has a low potential to occur on site. This bee was once widespread in the northwestern United States but is in decline from Central California to southern British Colombia. In California, it has been lost from 53 percent of its historic range and has an 84 percent decline in relative abundance (Xerces Society et al. 2018). Habitat loss and alteration, pathogens, urban development and fragmentation, and other factors have contributed to their decline. The most recent of the two occurrence records within five miles of the project site is from 1974 (CDFW 2020a). One unconfirmed sighting was reported 2.5 miles south of the project site in 2018 (Xerces Society et al. 2020), however confirmed populations are thought to be restricted to higher elevations in the Sierra Nevada since 2012 (Xerces Society et al. 2018). A generalist forager, the western bumble bee nests underground in cavities or rodent burrows. It requires limited ground disturbance and an abundance of floral resources, as well as suitable overwintering sites for queens. Given the precipitous decline in bumblebees over the last two decades, absence of recent confirmed sightings in the project vicinity, and the disturbed nature of vegetation communities on-site, there is a very low likelihood that the project provides suitable habitat for this species. Impacts to western bumble bee associated with potential future development, are not expected.

The burrowing owl (a state species of special concern) has a low potential to occur on site. There are four CNDDB occurrence records within five miles of the project site (CDFW 2020a) The closest recorded occurrence is from 2005, approximately one mile to the west of the project site. Suitable habitat (open, dry, annual grassland) is present on site; however, due to the site's small area, proximity to a busy freeway, and disturbed nature of the site, it is unlikely that the burrowing owl would occur on site. Undeveloped land surrounding the project site may provide suitable habitat for burrowing owl. The ECCC HCP/NCCP considers ruderal land cover to be potential burrowing owl habitat and requires preconstruction take avoidance surveys in suitable habitat within 500 feet of the project site. Future development may require subsequent CEQA analysis and mitigation measures to reduce impacts to burrowing owls.

Despite the lack of robust native vegetation communities, the site could be used by species of migratory birds that utilize trees, shrubs, or sparse ground cover as nesting habitat. Native bird nests are protected by CFGC Section 3503. The nesting season generally extends from February 1

through August 31 in California but can vary based upon annual climatic conditions. Future potential construction activities could result in the mortality of, or injury to birds from construction activity, or disturbance-related nest abandonment as a result of construction activity and noise. Impacts to most non-listed bird species through nest destruction or abandonment would not be considered a significant impact; however, loss of active nests or mortality would be a violation of CFGC code. Impacts to special status birds would be significant if those impacts would jeopardize the viability of a local or regional population. Future development may require subsequent CEQA analysis and mitigation measures to reduce impacts to nesting birds.

LESS THAN SIGNIFICANT IMPACT

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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The review of the resource agency databases for sensitive natural communities within the nine USGS quadrangles containing and surrounding the project site identified five sensitive natural communities: coastal brackish marsh, northern claypan vernal pool, serpentine bunchgrass, stabilized interior dunes, and valley needlegrass grassland. None of these sensitive natural communities are present within the project site, nor are any other sensitive natural communities. No substantial adverse effect on sensitive natural communities would occur as a result of the project.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Based on a review of information on biological resources within the project region and data collected during a site visit, no vegetated wetlands or potentially jurisdictional features occur within the project site. No impacts to jurisdictional wetlands or waters would occur.

NO IMPACT

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?

The project area is surrounded by developed and disturbed areas with primarily ornamental and ruderal vegetation. Land use in the vicinity is primarily residential and the project site does not provide connectivity between natural habitats and is therefore not expected to support wildlife movement. No impacts to wildlife movement corridors would occur as a result of the project.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City has established a Tree Preservation and Protection Ordinance in Article XIX of the Pittsburg Municipal Code. This ordinance has provisions regarding the protection of trees, removal of "protected" trees as part of development applications, and replacement of protected trees that are removed. The City would require a permit for the removal of protected trees.

The project would comply with all local ordinances, and if tree trimming or the removal of trees is required for future development of the project site, the applicant would be required to obtain the necessary permits. With adherence to the City's Tree Preservation and Protection Ordinance, future potential development of the project site would not conflict with local policies and ordinance.

NO IMPACT

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?

The City of Pittsburg is inside the "inventory area" of the ECCC HCP/NCCP (2006). The ECCC HCP/NCCP serves as a comprehensive, multi-jurisdictional habitat conservation plan, pursuant to Section (a)(1)(B) of the federal ESA, as well as a natural communities conservation plan under the California Natural Community Conservation Planning Act of 2001. The City adopted the ECCC HCP/NCCP in 2007, under Pittsburg Municipal Code Section 15.108, *Habitat Conservation Plan/Natural Community Conservation Plan Implementation Ordinance*. The primary intent of the ECCC HCP/NCCP is to provide for the conservation of a range of plants and animals and in return, provide take coverage and mitigation for covered projects throughout eastern Contra Costa County to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of species and their habitat from development. The City is a permittee to the ECCC HCP/NCCP, and any proposed development project is required to comply with applicable provisions of the plan.

Potential future development of the project site would occur in the ECCC HCP/NCCP inventory area; therefore, any development facilitated by the project would be subject to the requirements of Pittsburg Municipal Code Section 15.108.

However, most of the project site is within an area mapped as urban in the HCP/NCCP; pursuant to PMC section 15.108.030(2), areas mapped as "urban" are exempted from the requirements of the HCP/NCCP. Additionally, an area of approximately 5,700 square feet is mapped as "ruderal"; pursuant to PMC section 15.108.030(1), development projects that will permanently disturb less than once acre are also exempt from the requirements of the HCP/NCCP. As such, the entire project area is exempt and impacts related to consistency with the ECCC HCP/NCCP would be less than significant.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

This section provides an analysis of the project's impacts on cultural resources, including historical and archaeological resources, as well as human remains. CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. 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. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC, Section 21083.2[a], [b]).

PRC, Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;

- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Rincon received search results of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University on August 28, 2020. The search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.25-mile radius surrounding it. The CHRIS search included a review of available records at the NWIC, as well as the National Register of Historic Places (NRHP), the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historic maps.

The NWIC records search identified 24 cultural resources studies conducted within a 0.25-mile radius of the project site, four of which include the project site. None of the studies within the project site identified cultural resources within the project site. The records search identified seven cultural resources recorded within a 0.25-mile radius of the project site, none of which have recorded boundaries that extend into the project site.

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The results of the NWIC records search indicate the presence of seven previously recorded historic-era built environment resources within a 0.25-mile radius, two of which are less than 500 feet from the project site. The nearest resource, P-07-004702, is recorded across SR 4, approximately 305 feet northeast of the eastern most portion of the project site. The resource is recorded as Parkside Elementary, a 10-acre school property consisting of eight buildings constructed in the Mid-Century Modern style built in 1952. The resource was recommended not eligible for inclusion on the NRHP or CRHR under all criteria. No built-environment features that may be considered historical resources are present within the project site. Therefore, there would be no impact to historical resources.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The site has been disturbed by previous development and no archaeological resources have been recorded within the project site. Rincon reviewed historical aerials and topographic maps from HistoricAerials.com. These images were reviewed to identify potential cultural resource concerns on the project site. Aerial imagery from 1959 to 1968 depicts the project site as undeveloped land south of SR 4 (NETR Online 2020). Imagery from 1979 to 2002 shows development of housing south of the project site. Aerial imagery from 2005 depicts the project site in its current condition (NETR Online 2020). Historic topographic maps from 1908 to 1969 confirm the sites history of undeveloped land with housing development south of the project site by 1974 (NETR Online 2020). The project site has been disturbed by the placement of fill, construction of overhead and underground utilities, and the construction of a sound barrier.

Although no archaeological resources are known to exist within the project site, unanticipated discoveries are a possibility during ground disturbance. Future development may require subsequent CEQA analysis and mitigation measures to reduce impacts to unknown archaeological resources.

LESS THAN SIGNIFICANT IMPACT

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No cemeteries are known to exist within the project site; however, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner would be notified immediately. If the human remains are determined to be prehistoric, the coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a most likely descendant (MLD). The MLD would complete the inspection of the site within 48 hours of being granted access to the site. With adherence to existing regulations, potential future impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

Energy Supply Setting

Energy use relates directly to environmental quality, since it can adversely affect air quality and can generate GHG emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences and commercial/industrial buildings, heats and cools buildings, and powers vehicles. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

Electricity & Natural Gas

In 2018, California used 285,488 gigawatt hours of electricity, of which approximately 31 percent of electricity generated was from renewable resources (California Energy Commission [CEC] 2018a, 2018b). Contra Costa County used 9,310 gigawatt hours of electricity in 2018 (CEC 2018c). Contra Costa County used 1,124 million U.S. therms of natural gas in 2018. Marin Clean Energy (MCE), a community choice energy program that serves Marin, Napa, Solano and Contra Costa Counties, provides electricity to the project site. MCE provides electricity generated from a greater percentage of renewable energy sources in comparison to the standard statewide energy mix. MCE's services are divided into three tiers, including Light Green, Deep Green and Local Sol. The default tier that electricity customers are automatically enrolled is Light Green, which is composed of a minimum of 60 percent electricity generated from eligible renewable sources, as defined by the state Renewable Portfolio Standard[3]. MCE's retail sales of electricity totaled 4,436,963 MWh in 2018 (MCE 2019). The project site would be provided electricity by PG&E or MCE and natural gas by PG&E.

[3] The Renewable Portfolio Standard (RPS) is a state program that requires power entities to supply retail sales with minimum quantities of renewable energy. RPS eligible renewable sources of power include solar, wind, biomass and biowaste, geothermal, and certain hydroelectric facilities (MCE 2019).

Impact Analysis

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The project would not require construction or development of the project site. There would be no consumption of energy associated with the General Plan amendment and rezone of the project site. However, future development of the project site would likely require the use of energy. Construction on the project site would result in short term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. If future development of the project site would include the construction of a structure, then construction energy consumption would be greater.

Assuming no habitable structure can be built on the project site due to physical constraints, operation of the project site under the General Plan amendment and rezone would consist of energy use similar to utilities on site or telecommunication facilities in the area. Construction on the project site for additional utilities or telecommunication facilities would not be expected to exceed two weeks and therefore, energy usage related to construction would be minimal. Operation of the project site with uses such as electronic billboards would require the use of electrical energy. The energy consumption of a 14-foot by 48-foot electronic billboard (as an example) would be approximately 48,000 kWh per year or approximately 48 MWh (Louis Berger Group, Inc. 2011). However, any utility or telecommunication facility on the project site would be constructed to current electrical codes and would be subject to energy efficiency regulations for the specific type of development and Title 24 energy efficiency regulations. Therefore, potential operation of an electronic billboard would not result in the inefficient, wasteful, or unnecessary consumption of energy. The project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Future development on the project site would be subject to local, regional, and state energy requirements and thus, would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. The City of Pittsburg has not adopted an energy efficiency plan and has not outlined energy goals or policies within its General Plan. Future development of the site would be required to comply with all state and local plans for renewable energy and energy efficiency. Therefore, the project would not conflict with any state or local plans for energy efficiency, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

Setting

Active faults are defined by the State of California to be a fault that has surface displacement within the Holocene time (approximately the last 10,000 years). Potentially active faults as defined by the State of California to be a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years). Any fault that is sufficiently active describes a fault that has some evidence of Holocene displacement on one or more of its segments or branches. Associated issues with earthquakes include liquefaction, which is the rapid transformation of sediment to a fluid-like state. It occurs when water-saturated, loose to medium dense, relatively clay-free sands and silts are subjected to earthquake ground motion.

The Bay Area contains both active and potentially active faults. Major active faults in or near Pittsburg include the Clayton fault located approximately 4 miles southwest of the site, the Rio Vista fault located approximately 1.3 miles northeast of the site, the Antioch fault located approximately 7 miles to the east of the site, and the Concord fault located approximately 8 miles southwest of the site (USGS 2019).

Expansive soils are soils that swell in density and volume as they absorb water and contract as they lose water. Associated problems include cracking and deterioration of roadway surface, as they expand and contract during seasonal wet and dry cycles. The project site is topographically flat and soils in the region are classified as Antioch loam, Capay Clay, and Rincon clay loam (NRCS 2019). Capay Clay is identified as an expansive soil found on the project site.

Regulatory Setting

Federal and State

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed by the California legislature in 1990. The SHMA (PRC Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and the inclusion of appropriate mitigation to reduce earthquake-related hazards.

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act of 1990 was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under the Alquist-Priolo Act, the State Geologist is responsible for identifying and mapping seismic hazards. CGS Special Publication 117, adopted in 1997 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting and for recommending mitigation measures as required by PRC Section 2695(a). In accordance with the mapping criteria, the CGS seismic hazard zone maps identifies areas with the potential for a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by CGS in their

land-use planning and permitting processes. The Seismic Hazards Mapping Act requires site-specific geotechnical investigations prior to permitting most urban development projects in seismic hazard zones.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

Construction projects which disturb one or more acres of soil or are part of a larger common plan of development that disturbs one or more acres of soil must obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). In order to obtain coverage under the Construction General Permit, a project-specific Stormwater Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP outlines Best Management Practices (BMPs)to reduce stormwater and non-stormwater pollutant discharges, including erosion control, minimizing contact between construction materials and precipitation, and strategies to prevent equipment leakage or spills.

Impact Analysis

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The project site is not in an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. The nearest Alquist-Priolo Earthquake Fault Zone to the project site is associated with the Rio Vista Fault, and is located approximately 1.3 miles northeast of the site (USGS 2020). This potentially active fault has been mapped on a northwest-southeast axis from Central Avenue through Marina Park to Chipps Island (USGS 2020). Because the Rio Vista Fault has not caused surface displacements in the last 11,000 years, it is not defined as an “active fault” (Pittsburg 2010b). Furthermore, the project site would not be developed with any habitable structures that would introduce a population to the project site. Therefore, the risk or loss, injury, or death involving rupture of a known earthquake fault would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Major earthquakes have occurred in the vicinity of Pittsburg in the past and can be expected to occur again in the near future (Pittsburg 2010b). Strong ground shaking at the project site could result from a rupture of faults near the City or of the major regional earthquake faults in the Bay Area. Such strong ground shaking could damage structures on the project site. However, no habitable structures would be constructed on the site that could be vulnerable to collapse during ground shaking. Therefore, the project would not expose people or structures to substantial adverse effects of seismic ground shaking. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction, which is primarily associated with unconsolidated, saturated materials, is most common in areas of sand and silt or on reclaimed lands. In these areas, ground failure and differential settlement could result from a severe earthquake, damaging paved surfaces and elevated structures. Liquefaction potential is highest in areas underlain by poorly engineered Bay fills, Bay mud, and unconsolidated alluvium. The western portion of the project site is identified as being in a liquefaction zone (USGS 2016). However, no habitable structures would be constructed on the site that could expose people to adverse effects from seismic-related ground failure, including liquefaction. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Earthquakes can trigger landslides that may cause injuries and damage many types of structures. Landslides are typically a hazard on or near slopes or hillside areas, rather than on generally level areas, like the project site and vicinity. The project site is a flat, undeveloped, approximately 3-acre parcel in an urbanized area of the City. As there are no significant slopes in the project vicinity, no substantial landslide risks would be associated with the site. Per the California Geological Survey Landslide Inventory, the project site is not within a landslide hazard zone (USGS 2019). Impacts related to landslides would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The project does not include any demolition, grading, site preparation, or other ground disturbing activity. However, if the project site were to be developed, construction of any structures would be subject to the erosion control requirements of Chapter 15.88 of the Pittsburg Municipal Code. Pursuant to Section 15.88.030(B), “all land-disturbing or land-filling activities or soil storage shall be undertaken in a manner designed to minimize surface runoff, erosion and sedimentation.” In addition to local erosion control regulations, if any proposed structure would involve disturbance of an area over one acre in size, it would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. The potential future project applicant would also be required to prepare a SWPPP, a sediment and erosion control plan that describes the activities to prevent stormwater contamination, control sedimentation and erosion, and comply with the requirements of the statewide permit. Therefore, the project would have a less than significant impact from soil erosion or the loss of topsoil.

LESS THAN SIGNIFICANT IMPACT

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?

A landslide is a movement of surface material down a slope. Lateral spread and liquefaction are processes in which material flows in a fluid-like movement; lateral spread refers to this movement over a gentle slope during a landslide, and liquefaction refers to water-saturated sediment losing

strength due to ground-shaking. Subsidence and collapse refer to the caving in or sinking of land. The project site is not within an area mapped as having landslides (USGS 2019). Therefore, the project has a low potential for slope instability occurring at the site and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Expansive soils are those that have a potential to undergo significant changes in volume, either shrinking or swelling, due to their composition and moisture content. Periodic shrinking and swelling of expansive soils can cause extensive damage to other structures and roads. According to the Natural Resource Conservation Service's Web Soil Survey, multiple soil types that occur in Pittsburg have a potential for shrinking and swelling behavior, including but not limited to Brentwood Clay loam, Capay clay, and Clear Lake clay (NRCS 2020). In areas underlain by expansive soils, the shrinking and swelling of soil can disrupt or damage paved surfaces. A portion of the project site is underlain by Capay clay. The project would not have any direct impacts associated with the General Plan amendment and rezone of the project site. However, secondary impacts as a result of potential future development on the project site could have impacts regarding expansive soils. There would be no habitable structures or structures with paved surfaces that could be developed on the site as a result of the project. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project would not involve the construction of septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Pittsburg has some sensitivity for paleontological resources, but no paleontological resources have been found on the project site according to database queries (University of California Museum of Paleontology 2019).

The project falls within a highly urbanized area but has not been developed previously. However, portions of the project site have been previously disturbed for the installation of utilities. Ground disturbance of a similar footprint on the project site would not have an impact on paleontological resources or a unique geologic feature. Therefore, the project has a low potential to destroy unique paleontological resources or a unique geologic feature directly or indirectly. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of GHGs. GHGs contribute to the "greenhouse effect," which is a natural occurrence that helps regulate the temperature of the planet. Most radiation from the sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60 degrees Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature.

Individual projects do not generate enough GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

Regulatory Setting

BAAQMD Significance Thresholds

In the 2017 BAAQMD CEQA Air Quality Guidelines, the BAAQMD outlines an approach to determine the significance of projects. The BAAQMD recommends that lead agencies determine appropriate GHG emissions thresholds of significance based on substantial evidence in the record. The following significance thresholds established in the 2017 BAAQMD CEQA Guidelines for operational GHG

emissions from land use development projects within the SFBAAB are the most appropriate thresholds for use in determining the significance of project impacts (BAAQMD 2017b):

- Compliance with a qualified GHG reduction strategy
- Annual emissions less than 1,100 MT of CO2e per year
- Annual emissions less than 4.6 MT of CO2e per service population (residents and employees) per year

The BAAQMD has not established a quantitative significance threshold for evaluating construction-related emissions, but it does recommend quantifying and disclosing construction-generated GHG emissions. Therefore, to assess the construction emissions, the total emissions generated during construction were amortized based on the life of the development (30 years) and added to the operational emissions. Therefore, for the purposes of this analysis, the proposed project's year 2030 GHG emissions would be significant if they would exceed 660 MT of CO_2e per year.

Impact Analysis

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project does not include any development activity that could generate GHG emissions to directly influence climate change. However, physical changes caused by a potential future development of the site, could contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. The project would not directly involve construction that could generate GHG emissions. However, secondary impacts of the project could allow for development that would grade and pave the site. The use of trucks to haul soil and grading equipment for earth movement typically emits the greatest amount of GHG emissions during construction. BAAQMD's *CEQA Air Quality Guidelines* do not provide a threshold for assessing construction GHG Emissions impacts or provide a screening level for project comparison. Therefore, secondary impacts from potential future development on the site would be below screening thresholds and would have minimal construction GHG emissions.

This section analyzes the project's long-term effect on GHG Emissions by a qualitative discussion of its consistency with applicable plans and policies to reduce emissions based on significance thresholds for projects as outlined above in the *BAAQMD Significance Thresholds.* The BAAQMD's 2017 Clean Air Plan sets goals to reduce vehicle emissions and contribute to protecting the climate. The project would be consistent with these goals because it would not directly generate any vehicle trips to the project site. Secondary impacts of the project could include future development on the project site that would have no potential to generate new vehicle trips and increase GHG emissions during operation because no habitable structures could be constructed on the site. Construction of a minor utility or a telecommunication facility, such as an electronic billboard could be constructed on the site. Secondary impacts of construction on the project site would include additional vehicle trips associated with construction. Additional vehicle trips associated with construction would be minimal and would not significantly impact GHG emissions. No vehicle trips would be associated with operation of a utility or electronic billboard. Secondary impacts of the project including future

development of the site would be required to be consistent with State targets for reducing GHG emissions. Furthermore, future development on the site would be subject to Title 24 energy efficiency standards which would reduce energy emissions that contribute to GHG emissions. Therefore, the project would have a less than significant impact on the environment from GHG emissions and would not conflict with applicable plans to reduce GHG emissions.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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?	☐	☐	■	☐
e. For a project located in 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 or excessive noise for people residing or working in the project area?	☐	☐	■	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

Setting

There are 55 listings on the EnviroStor database with a Pittsburg address. Of the 55 listings, eight are listed as corrective action, 13 as evaluation, one as military evaluation, eight as non-operating, one as operating, one as post-closure, one as school cleanup, eight as school investigation, four as state response, three as tiered permit, and seven as voluntary cleanup (City of Pittsburg 2019a). The project site is not identified as any of these sites on the EnviroStor databases.

According to the City's Existing Conditions Report, in May 2019 a GeoTracker search was performed to identify any known or suspected sources of environmental hazards within the City of Pittsburg (City of Pittsburg 2019a). There were 56 locations with a Pittsburg address listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). Fifty-one of the locations have undergone LUST cleanup and the State has closed the case. There are five locations in Pittsburg with an open case (City of Pittsburg 2019a). The project site was not identified as a listed location containing a LUST.

Regulatory Setting

Federal and State

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

As a department of the California Environmental Protection Agency, the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act and the California Health and Safety Code.

DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes. While the California Hazardous Waste Control Law is generally more stringent than Resource Conservation and Recovery Act, until the USEPA approves the California program, both state and federal laws apply in California. The California Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be

required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

GOVERNMENT CODE SECTION 65962.5 (CORTESE LIST)

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle.

Impact Analysis

a. Would the project create a significant hazard to the public or the 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?

The project would not involve the transport, use, or disposal of hazardous materials. Future development on the site could involve the transport, use, or disposal of hazardous materials during construction (e.g., fuel and engine fluids for equipment, paint, and asphalt) but would not be expected to create conditions which could lead to the release of hazardous substances. However, due to the site's physical setting, development of the site would be limited. Future development that would involve the transport, use, or disposal of hazardous materials would be required to adhere to the Resources Conservation and Recovery Act (RCRA). The California Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program, as well as California's own hazardous waste laws. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. It does this primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, CCR, Divisions 4 and 4.5). DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and State requirements and other laws that affect hazardous waste, particularly its handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Finally, storage of any hazardous materials at or above State-defined thresholds makes a facility subject to a Hazardous Materials Business Plan (HMBP). The Contra Costa Health Services – Hazardous Materials Programs is responsible for the HMBP program for the City of Pittsburg (Contra Costa Health Services 2020). A HMBP must be submitted if these thresholds for hazardous materials are met. Compliance with these regulations for potential future projects would reduce potential impacts associated with the routine transport, use, storage, or disposal of hazardous materials to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The project site is located directly west of the Los Medanos Elementary School. The project would not involve the use or storage of hazardous materials. Future development of the site has the potential to involve the use or storage of hazardous materials. Any future development would be

required to handle all hazardous substances in accordance with all applicable State and federal laws such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR, Title 22. The project would have a less than significant impact on hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

The following databases were checked, pursuant to Government Code Section 65962.5, on July 27, 2020 to provide hazardous material release information at the project site:

- **USEPA**
  - Comprehensive Environmental Response, Compensation, and Liability Information System/Superfund Enterprise Management System/Envirofacts database search (USEPA 2020a, 2020b)
- **SWRCB**
  - GeoTracker search for leaking underground storage tanks and other cleanup sites (SWRCB 2020)
- **DTSC**
  - EnviroStor search for hazardous facilities or known contamination sites (DTSC 2020b)
  - Cortese List of Hazardous Waste and Substances Sites (DTSC 2020a)
  - Cleanup Site and Hazardous Waste Facilities Database

Based on a review of these databases, it was confirmed that the project site is not included on existing lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, due to the site's proximity to State Route 4, it is possible that the site is contaminated with hazardous substances. Secondary impacts associated with potential development of the project site could include significant impacts from contaminated soils. Future development may require subsequent CEQA analysis and may require mitigation measures to reduce impacts associated with contaminated soils.

LESS THAN SIGNIFICANT IMPACT

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

The nearest airport to the project site is Buchanan Field Airport, which is located approximately 8 miles southwest of the project site. The City of Pittsburg is outside the Airport Influence Area for Buchanan Field Airport, as mapped in the Contra Costa County Airport Land Use Compatibility Plan (Contra Costa County Airport Land Use Commission 2000). Therefore, the project would be located outside the scope of an airport land use plan and more than two miles from the nearest airport, and it would not result in a safety hazard or excessive noise from airport activity. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not obstruct existing roadways or require the construction of new roadways or access points. Therefore, the proposed project would not block emergency response or evacuation routes or interfere with adopted emergency response and emergency evacuation plans. No impact would occur.

NO IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is in a developed, urbanized area surrounded by residential development, governmental and quasi-public uses, and open space. No adjacent wildlands or densely vegetated areas are located nearby that would represent a significant fire hazard. Additionally, the project does not fall within a Fire Hazard Severity Zone or Very High Fire Hazard Severity Zone for wildland fires (CAL FIRE 2020). Therefore, the project would not expose people or structures to significant hazards related to wildland fires and there would be no impacts.

NO IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) 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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

Setting

The project site is approximately 3 acres and generally flat and has an approximate elevation of 50 feet (USGS 2018). Water drains from the north of the project site to the southern boundary of the site. There is an existing storm drain system on Frontage Road. The Contra Costa Canal trail is located approximately 0.6 mile southwest of the project site. The City of Pittsburg receives approximately 16 inches of rain annually, with rainfall concentrated in the winter months (Cal-Adapt 2020).

Regulatory Setting

National Pollutant Discharge Elimination System

The federal government administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters under the Clean Water Act (CWA). The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the State Water Resources Control Board, which establishes requirements prescribing the quality of point sources of discharge and water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface waterbody. The NPDES permits are issued to point source dischargers of pollutants to surface waters pursuant to Water Code Chapter 5.5, which implements the federal CWA. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control, Title 23, Chapter 9, Section 2200). The Regional Water Quality Control Board (RWQCB) establishes and regulates discharge limits under the NPDES permits.

Clean Water Act

Congress enacted the CWA, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. The NPDES permit process regulates those discharges (CWA Section 402). NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The project site is in a watershed administered by the San Francisco Bay RWQCB (San Francisco Bay RWQCB 2017).

California Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative and numerical water quality standards, and implementation procedures. The criteria for state waters in the region are contained in the *Water Quality Objectives* Chapter of the Basin Plan for the San Francisco Bay RWQCB (San Francisco Bay RWQCB 2017). The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of Waste Discharge Requirements and through the development of TMDL. Anyone proposing to discharge waste that could affect the quality of the waters of the State must make a report of the waste discharge to the RWQCB or SWRCB, as appropriate, in compliance with Porter-Cologne.

Contra Costa Clean Water Program

The City of Pittsburg is a contributing city to the Contra Costa Clean Water Program (CCCWP), which was established in 1991 in response to federal stormwater NPDES regulations. Per the CCCWP Stormwater C.3 Guidebook (CCCWP 2017), projects an acre or larger are required to submit a Stormwater Control Plan and incorporate Low Impact Designs based on the Low Development Site Design Guide for hydromodification (flow control). The plan must implement a combination of two or more of the following strategies: (1) preserve natural drainage features of the site; (2) implement pervious surfaces; (3) disperse runoff from some amount of roof or paved area to a vegetated area; (4) drain impervious surfaces to engineered integrated management practices.

San Francisco Bay Regional Water Quality Control Board

The City of Pittsburg is under the jurisdiction of RWQCB Region 2, the San Francisco Bay RWQCB. The San Francisco Bay RWQCB provides permits for projects that may affect surface waters and groundwater locally and is responsible for preparing the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. The Basin Plan serves as the basis for the San Francisco Bay RWQCB's regulatory programs and incorporates an implementation plan to ensure water quality objectives are met.

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The proposed project would not result in any direct impacts as the proposed General Plan Amendment and rezone would not propose any construction on the site; therefore, it would not have the potential to impact water quality through erosion or through debris carried in runoff. However, secondary impacts associated with potential future development of the site, may include impacts to water quality through erosion or through debris carried in runoff and thus, would be subject to stormwater requirements under the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (Order Number R2-2015-0049) for the San Francisco Bay Area. This permit is intended to reduce the discharge of pollutants in the City's municipal separate storm sewer system (MS4). The MS4 permit was issued jointly to the City and other local agencies in the regional Contra Costa Clean Water Program (California Regional Water Quality Control Board 2015). To achieve compliance with the regional program, and thus with the conditions of the most recently issued MS4 permit, the City has adopted local regulations. Specifically, Chapter 13.28 of the Pittsburg Municipal Code establishes discharge requirements for all water entering the storm drain system generated on any developed and undeveloped lands lying within City limits (City of Pittsburg 2019b).

Under Pittsburg Municipal Code Section 13.28.090, the City requires best management practices (BMPs) to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as required by the City's MS4 permit (Pittsburg 2019b). Such BMPs include, where appropriate, Low Impact Development techniques to be implemented at New Development and Significant Redevelopment project sites. These techniques include infiltrating, storing, detaining, evapotranspiring (the release of water vapor from soil, other surfaces, and plants), and biotreating stormwater runoff close to its source (California Regional Water Quality Control Board 2015). If future development on the site would create 10,000 square feet or more of

impervious surface, it would constitute "New Development" under the MS4 permit and would be required to implement BMPs.

In addition, if proposed development would involve disturbance of an area over one acre in size, it would be required to comply with NPDES Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. For such projects to comply with the Construction General Permit, the project applicant would have to prepare a SWPPP, which includes BMPs to control erosion and sediment. Construction BMPs could include silt fencing, fiber rolls, stabilized construction entrances, stockpile management, and solid waste management. Post-construction stormwater performance standards would also be required.

Compliance with existing regulatory requirements would ensure that future development on the site would not violate water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project would not require the use of groundwater nor obstruct the implementation of a water quality control plan or sustainable groundwater management plan. In 2015, 13 percent of potable water was sourced from local groundwater wells (City of Pittsburg 2019a). No habitable structures could be constructed on site; therefore, no groundwater supplies would be used that would substantially decrease groundwater supplies.

There are no impermeable surfaces on the site other than the footings of the existing utility towers. The project would not add impermeable surfaces to the site. However, development of the site may introduce new impermeable surfaces, which could reduce groundwater recharge and increase the amount of surface runoff. However, projects that disturb at least one acre would comply with the NPDES Construction General Permit by implementing BMPs to maintain or replicate the pre-development hydrologic setting. Implementation of required BMPs would minimize impacts related to groundwater recharge. Therefore, the project would not substantially interfere with groundwater recharge.

The City is under the jurisdiction of the San Francisco Board RWQCB, which is responsible for preparing the Water Quality Control Plan for the region (Basin Plan). The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. The State has developed total maximum daily loads (TMDLs), which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established by the region. As discussed under checklist Item a, future development on the site that would disturb at least one acre would be required to comply with the State's Construction General Permit, which would minimize and avoid water quality impacts associated with soil erosion and stormwater runoff from the project site. Implementation of the project would not violate water quality objectives for beneficial uses in the vicinity of the project site or exceed TMDLs. Therefore, the project would not conflict with a water quality control plan.

The City overlies the Pittsburg Plain Groundwater Basin (Pittsburg 2019a). In September 2014, the California Legislature enacted comprehensive legislation aimed at strengthening local control and management of groundwater basins throughout the state. Known as the Sustainable Groundwater Management Act (SGMA), the legislation provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention when necessary to protect the resource. In 2019 the California Department of Water Resources ranked the Pittsburg Plain Groundwater Basin as a "very low" priority under SGMA (California Department of Water Resources 2019). Because the basin is not identified as a high or medium priority, it is not required to submit a Groundwater Sustainability Plan. Therefore, the project would not conflict with any sustainable groundwater management plan.

Impacts related to groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) 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 through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) 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 through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) 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 through the addition of impervious surfaces, in a manner that would 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?

The proposed project would not directly involve construction or operation of the project site and thus, would not alter existing drainage patterns. Secondary impacts of the project may include the construction and operation of the project site that would alter existing drainage patterns by introducing impervious surfaces. Development would be required to comply with erosion control systems and construction BMPs per the City's MS4 permit. BMPs may include directing runoff to permeable areas, maximizing stormwater storage for reuse, and incorporating porous materials into the project design. Compliance with these requirements would ensure that stormwater would be captured and retained on-site, and would minimize the risks of erosion, flooding, or excess stormwater in the local stormwater drainage system. No bridges or stream and river crossings are proposed as part of the project. Therefore, the project would have a less than significant impact related to drainage patterns.

LESS THAN SIGNIFICANT IMPACT

c.(iv) 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 through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The proposed project would not directly result in the addition of new impervious surfaces. However, secondary impacts associated with potential future development on the site could result in the addition of new impervious surfaces. Due to site's physical constraints, no new structures such as bridge abutments that could impede or redirect flood flows, would be constructed. Therefore, project implementation would not impede or redirect flood flows.

According to the Federal Emergency Management Agency Flood Insurance Rate Map, the project site is located in Zone X, which is characterized as an area of minimal flood hazard and having a less than 0.2 percent annual chance to be inundated by flood waters as a result of a storm event (Map #06013C0119G, September 30, 2015) (Federal Emergency Management Agency 2020). According to the California Governor's Office of Emergency Services (Cal OES) MyHazards online database, the project site is not located in a 100-year floodplain (Cal OES 2015).

The City's Existing Conditions Report, Table 4.2-4 indicates that the City is not at risk from tsunamis (City of Pittsburg 2019a). The project site is located approximately 1.7 miles south of Suisun Bay. The nearest body of water that could experience seiche (water level oscillations in an enclosed or partially enclosed body of water) is the Suisun Bay. No other large bodies of water with the potential to inundate the project site by a seiche are located near the site. Therefore, the project would not result in the risk of release of pollutants due to inundation by a tsunami, seiche, or flooding. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

Setting

As stated in the *Project Description*, the project site currently has a land use designation of Park and has a vacant zoning designation.

The Park land use designation provides for parks, recreation complexes, community fields, public golf courses, stadiums, and greenways. Local and regional trail network would also be accommodated under this designation. Ancillary facilities such as concession stands, clubhouses, and equipment rental are also allowed.

Impact Analysis

a. Would the project physically divide an established community?

The project site is located at the northern perimeter of a single-family residential area and directly abuts State Route 4. The proposed project would amend the General Plan designation and rezone the site and thus, would not directly require the construction of new roads, linear infrastructure, or other development features that would divide an established community or limit movement, travel, or social interaction between established land uses. Secondary impacts associated with potential future development of the project would not include the construction of new roads, linear infrastructure, or other development features that would divide an established community or limit movement, travel, or social interaction between established land uses because development would be limited to utilities, telecommunication facilities, or other small uninhabitable structures. Project implementation would not physically divide an established community; therefore, there would be no impact to established communities.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is located entirely in the City of Pittsburg. The City's General Plan is the fundamental document governing land use development and includes goals and policies relating to economic vitality, land use, growth management, transportation, parks, open space, conservation, safety, noise, public facilities, and utilities. The project would amend the General Plan designation and rezone the site to Community Commercial from a land use designation of Park and a vacant zoning designation. Project approval would allow for utilities, telecommunication facilities, or small structures. Given the physical constraints of the site, a small structure could be constructed, or the site could be used for additional minor utilities or telecommunication facilities, such as electronic billboards. Future development would be required to comply with Design Guidelines for the City of Pittsburg and development regulations for the Community Commercial zoning designation as outlined in Pittsburg Municipal Code Chapter 18.52. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

Setting

Extractive resources known to exist in Contra Costa County include crushed rock near Mt. Zion, on the north side of Mt. Diablo, in the Concord area; shale in the Port Costa area; and sand and sandstone deposits, mined from several locations. Resources are mostly focused in the Byron area of southeast County (Contra Costa County 2005).

Regulatory Setting

Surface Mining and Reclamation Act of 1975

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975, the State Mining and Geology Board requires all cities to incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. Some mineral resources can be found within Contra Costa County. However, there are no mineral resources in the Pittsburg area subject to the Surface Mining and Reclamation Act (Contra Costa County 2005).

Impact Analysis

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?

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?

There are no significant mineral deposits or active mining operations within the City of Pittsburg (City of Pittsburg 2019a). Therefore, the project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. No impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	■	☐

Noise Setting

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5

dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

The impact of noise is not a function of sound level alone. The time of day when noise occurs and the duration of the noise are also important. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is summed over a one-hour period.

The City's General Plan and Municipal Code regulate noise in Pittsburg. Policy 12-P-9 in the Noise Element of the General Plan limits the generation of loud noises on construction sites adjacent to existing development to normal business hours between 8 a.m. and 5 p.m. In the Pittsburg Municipal Code, Section 9.44.010 prohibits the use of pile drivers, pneumatic hammers, and similar equipment between the hours of 10 p.m. and 7 a.m. (Pittsburg 2019b). The City's Building and Construction Ordinance (Section 15.88.060.A.5) also prohibits grading noise, including warming up equipment motors, within 1,000 feet of a residence between the hours of 5:30 p.m. and 7 a.m. on weekdays, unless otherwise approved by the City Engineer. However, the Pittsburg Municipal Code does not establish numeric standards for construction noise.

Vibration Setting

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise may result in adverse effects, such as building damage, when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz). The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. Particle velocity is the velocity at which the ground moves. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the greatest magnitude of particle velocity associated with a vibration event.

Impact Analysis

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The project would not result in the substantial temporary or permanent increase in ambient noise levels in the project vicinity. The project would allow for future development which could have the potential to introduce new sources of noise. However, as noted in Section 8, *Project Description*, the site has physical constraints which would limit development potential, and a proposed Class I Trail would be constructed on the site.

Construction Noise

The proposed project would not result in any direct impacts, as the proposed General Plan Amendment and rezone would not require construction of the project site. However, secondary impacts associated with potential future development of the project site may occur and impacts associated with that development may include noise from construction activities. Construction of the project site would generate elevated noise levels on a temporary basis in the project vicinity. As shown in Table 1, average noise levels associated with using heavy equipment can range from approximately 76 to 88 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction. The highest noise levels generally occur during excavation and grading, which involve using such equipment as backhoes, bulldozers, shovels, and front-end loaders.

Table 1 Typical Construction Noise Levels

Equipment	25 feet from Source (dBA L_{eq})	50 feet from Source (dBA L_{eq})	100 feet from Source (dBA L_{eq})	200 feet from Source (dBA L_{eq})	500 feet from Source (dBA L_{eq})
Air Compressor	86	80	74	68	60
Backhoe	86	80	74	68	60
Concrete Mixer	91	85	79	73	65
Grader	91	85	79	73	65
Jack Hammer	94	88	82	76	68
Paver	91	85	79	73	65
Roller	91	85	79	73	65
Saw	82	76	70	64	56
Scraper	91	85	79	73	65
Truck	90	84	78	72	64

Source: Noise level at 50 feet from Federal Transit Administration, 2018. Noise levels at 25 feet, 100 feet, 200 feet, and 500 feet were extrapolated using a 6 dBA attenuation rate per doubling of distance. Each noise level assumes the piece of equipment is operating at full power for the expected duration to complete the construction activity. The duration varies widely between each piece of equipment. Noise levels also depend on the model and year of the equipment used.

Noise levels from point sources such as equipment at construction sites typically attenuate at a rate of 6 dBA per doubling of distance. Therefore, only areas within several hundred feet of construction sites would typically be exposed to perceptible construction noise levels. As noted above, the Pittsburg Municipal Code does not establish numeric standards for construction noise. However, construction noise that substantially exceeds existing ambient noise levels could disturb sensitive

receptors, such as residences and schools. Sensitive receptors include the Los Medanos Elementary School located directly east and residences located approximately 50 feet to the east, south, and west.

Construction activity would be required to comply with Policy 12-P-9 in the City's Noise Element, which would "limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 AM and 5:00 PM." This policy would prevent loud construction activity during evening and nighttime hours when nearby residences are most sensitive to noise. However, as discussed above, daytime construction noise could still disturb sensitive receptors. Therefore, construction on the project site that would exceed 14 days may require subsequent CEQA analysis, and may require mitigation measures to reduce impacts associated with temporary increases in ambient noise levels.

Operational Noise

The project would not generate operational noise. Given the site's physical constraints, no habitable structures could be constructed and no increase in ambient noise levels in the project vicinity would occur. For minor utilities or telecommunication facilities developed on the site, vehicle trips would be minimal and infrequent. Operational vehicle trips would not substantially increase ambient noise levels in the project vicinity.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

As stated under *criterion (a)*, the project would not construct on the project site. Construction of a potential future development could use heavy machinery which has the potential to generate vibration near the source. Allowable uses would not generate significant ongoing operational groundborne vibration because none of the uses require the use of heavy industrial machinery. Therefore, this analysis considers vibration impacts from future construction only.

Similar to construction noise, vibration levels would vary depending on the type of construction project and related equipment use. In general, future construction activities are likely to be limited to minor utilities or telecommunication facilities and would be unlikely to generate substantial vibration. Table 2 estimates vibration levels from construction equipment.

Table 2 Vibration Levels for Construction Equipment

	PPV (in/sec)		
Equipment	**25 Feet**	**50 Feet**	**100 Feet**
Vibratory Roller	0.210	0.098	0.046
Large Bulldozer	0.089	0.042	0.019
Loaded Trucks	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008

Source: Caltrans 2013

As shown in Table 2, potential construction activity would generate vibration levels reaching an estimated 0.098 PPV at a distance of 50 feet during paving activities. Because this vibration level would not exceed 0.25 PPV, Caltrans' recommended criterion for distinctly perceptible vibration

from transient sources, it would not result in substantial annoyance to people of normal sensitivity. Construction activity that generates loud noises (and therefore vibration) also would be limited to normal business hours per General Plan Policy 12-P-9 and Municipal Code Section 9.44.010 prohibiting the use of pile drivers, pneumatic hammers, and similar equipment between the hours of 10 p.m. and 7 a.m. which would prevent the exposure of sensitive receptors to vibration during evening and nighttime hours. Furthermore, maximum vibration levels would not exceed the Caltrans criteria of 0.5 PPV for potential damage of historic and old buildings from transient vibration sources. Therefore, vibration would not be excessive, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. *For a project located within the vicinity of a private airstrip or 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?*

As discussed in Section 9, *Hazards and Hazardous Materials*, the nearest publicly available airport is Buchanan Field Airport, which is located approximately 8 miles southwest of the project site. The project site is outside the Airport Influence Area for Buchanan Field Airport, as mapped in the Contra Costa County Airport Land Use Compatibility Plan (Contra Costa County Airport Land Use Commission 2000). No private airstrips are located in the vicinity. Therefore, the project would not expose sensitive receptors to excessive noise levels from aircraft. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Setting

According to the California Department of Finance (DOF), Pittsburg has an estimated population of 74,321 with 23,506 housing units (DOF 2020). The average number of persons per household is estimated at 3.36. The Association of Bay Area Governments (ABAG) provides projections for population in Pittsburg through the year 2040. ABAG projects the population of Pittsburg to be 91,615 by the year 2040 (ABAG 2017).

Impact Analysis

a. *Would the project induce substantial unplanned 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)?*

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would not involve the construction of infrastructure that could induce substantial population growth, such as new or increased capacity sewer or water lines, or the construction of new streets and roads, but rather would serve existing populations. The project would not introduce new commercial development to the site and would not introduce any new populations to the project site. In addition, the project would not require the displacement of housing or people because there are no existing residences on the site. No impact related to population and housing would occur.

NO IMPACT

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15 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, or the 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?	☐	☐	☐	■
	2 Police protection?	☐	☐	☐	■
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	☐	■
	5 Other public facilities?	☐	☐	☐	■

Setting

The Contra Costa County Fire Protection District (CCCFPD) provides fire and emergency medical services to the Bay Area Rapid Transit (BART) stations, regional parks, and unincorporated areas in the county, and fifteen cities including Pittsburg. CCCFPD operates three stations in Pittsburg (Station 84, Station 85, and Station 87).

The Pittsburg Police Department (PPD) provides police protection services to the City. PPD operations division operates one police station in the City. The PPD patrol division is a 24/7 operation with more than 35 officers assigned to one of five patrol shifts (Pittsburg Police Department 2019). In 2018, the PPD responded to 80,133 calls for service, which resulted in more than 2,800 arrests. The Pittsburg Police Department also operates the traffic division, investigations division, SWAT, crisis negotiation team, canine team, school resource officers, and several other divisions.

The City of Pittsburg is served by three different school districts: the Pittsburg Unified School District, the Antioch Unified School District, and the Mt. Diablo Unified School District (Pittsburg 2020). In addition, adult education programs are available through the Pittsburg Adult Education Center, Los Medanos College, and Project Second Chance (Pittsburg 2020).

The Pittsburg Public Works Department administers and maintains parks and other recreational facilities including community and senior centers. Public Works Department maintains

approximately 322 acres spread over 26 park facilities within the City of Pittsburg (City of Pittsburg 2020).

Impact Analysis

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

2 Police Protection?

3 Schools?

4 Parks?

5 Other public facilities?

CCCFPD Fire Station 87 is approximately 0.8 mile southwest of the project site, at 800 W Leland Road, Pittsburg, California. The project would be required to comply with all applicable fire code standards. In addition, the project site is in an urban area that is already served by the CCCFPD. Development of the site would be subject to review by the CCCFPD if applicable and would be required to meet all California Fire Code regulations for construction and operation. The project would not incrementally increase population in the area nor introduce structures which could generate the need for increased levels of fire department response.

The PPD is located approximately 0.5-mile northeast of the project site. The project would not introduce a new population and no habitable structures could be constructed on site. Therefore, the project would not incrementally increase population in the area nor introduce structures which could generate the need for increased levels of police response.

Los Medanos Elementary School is located directly east of the project site. However, the project would not construct residences that would increase the number of school-aged children in the City. Therefore, the project would not result in the need for new or physically altered school facilities.

City Park is located approximately 0.5-mile northeast of the project site. The project would not increase the population in the City. No habitable structures could be constructed on site. Therefore, the project would not add population that would contribute to substantial physical deterioration of existing recreational facilities.

The project would not result in significant impacts to public services within the City of Pittsburg.

NO IMPACT

16 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?	☐	☐	☐	■
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?	☐	☐	☐	■

Setting

The City of Pittsburg Public Works and Recreation Departments administer and maintain parks and other recreational facilities including community and senior centers. The Public Works Department maintains approximately 322 acres spread over 26 park facilities within the City of Pittsburg (City of Pittsburg 2020). Recreational activities and centers are also managed by the Recreation Department.

Parks nearest the project site include City Park, approximately 0.5 mile northeast of the project site, Americana Park located approximately 0.5 mile northwest of the project site, John Henry Johnson Park located approximately 0.7 mile southwest of the project site, and the Stoneman Trailhead is located approximately 1 mile southwest of the project site.

Impact Analysis

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?

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?

As discussed in Section 15, *Public Services*, the project would not increase population and thus, would not increase, significantly accelerate or cause the physical deterioration of parks. No habitable structure could be constructed on the site, and thus, the project would not introduce population to the City. Therefore, the project would not contribute to the acceleration or physical deterioration of parks. There would be no impact.

NO IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	■	☐

Setting

Existing Roadway System

- **State Route 4** is an eight-lane east-west freeway with High Occupancy Vehicle (HOV) Lane in each direction that carries a high volume of traffic exceeding 140,000 vehicles in Pittsburg. The freeway's median accommodates the Antioch BART line.
- **Leland Road** is an east-west roadway south of the project site. It has two travel lanes in each direction and sidewalks are provided on both sides of the roadway. The posted speed limit is 35 miles per hour (mph).
- **Crestview Drive** is a north-south roadway east of the project site. It has one travel lane in each direction and sidewalks are provided on both sides of the roadway. The posted speed limit is 35 mph.
- **Railroad Avenue** is a north-south roadway further east of the project site. It has two travel lanes in each direction and sidewalks are provided on both sides of the roadway. The posted speed limit is 35 mph.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities in the study area include sidewalks, crosswalks, and signals. Sidewalks surrounding the project site vary in width from 2 to 3 feet. At the signalized intersections in the area, crosswalks and pedestrian push-button actuated signals are provided. Crosswalks are not marked at unsignalized intersections in the study area.

Bicycle facilities in the City (following the Caltrans bicycle facility classification) include the following:

- **Class 1 Bike Trail (Class I Bike Path)** – Bike paths provide a separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Such paths can be well situated along creeks, canals, and rail lines. Class 1 Bikeways can also offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.
- **Class 2 Bike Trail (Class II Bike Path)** – Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).
- **Class 3 Bike Route (Class III Bike Path)** – Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and to provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. Bicycle boulevards provide further enhancements to bike routes to encourage slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.

The City of Pittsburg currently has 43 miles of bikeways including 28 miles of Class II Bicycle Lanes and 13 miles of Class I Multi-Use paths including the 6.8-mile Delta de Anza Trail that connects with Bay Point and Antioch. Most streets within the City such as Buchanan Road, Harbor Street, California Avenue, Center Avenue, Loveridge Road, and Willow Pass Road have bike lanes with some gaps (City of Pittsburg 2019a). The City anticipates adoption of its updated bicycle plan, Pittsburg Moves, in Winter 2021.

Existing Transit Service

The Eastern Contra Costa Transit Authority operates Tri Delta Transit which provides transit service in Eastern Contra Costa County, serving the communities of Antioch, Brentwood, Pittsburg, Oakley, and the county of Contra Costa. The Eastern Contra Costa Transit Authority operates fixed-route and paratransit services (Tri Delta Transit 2018). In the project vicinity, there are two bus stops along Leland Road.

Bay Area Rapid Transit (BART) provides fixed rail transit to eastern Contra Costa County. Currently, the terminus station for the East Bay Area's yellow line is in Antioch. Weekday service is provided on approximately 15-minute headways and weekend service is provided on approximately 20-minute headways. The Antioch-SFO/Millbrae Line connects to key regional employment centers, including Concord, Pleasant Hill, Walnut Creek, Oakland and San Francisco. Transfers to other lines can be made in Oakland. The Pittsburg Center BART station is approximately 0.7 mile from the project site.

Impact Analysis

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The project would not generate additional vehicle trips to or from the project site. As part of the Pittsburg Moves Plan, a Class I Bike Trail is proposed on a portion of the site along the Frontage Road. Development on the site would be limited by the Class I Bike Trail. Minor utilities or telecommunication facilities on the site could increase vehicle trips to and from the site during construction and for service calls during operation. Because no habitable structures could be constructed on the site, no increased population would affect the capacity of transit facilities to accommodate public demand. The project would not introduce uses to the site that would be hazardous to users of the proposed bike trail or conflict with applicable policies for bicycle facilities or pedestrians. Therefore, the project would not conflict with policies in the City's Transportation Element regarding roadways, to improve transit access, or bicycle and pedestrian access.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project would not alter the project site in a manner that would increase hazards due to a geometric design feature or incompatible use. Development on the project, such as minor utilities or telecommunication facilities, would also not increase hazards due to a geometric design feature or incompatible use. Therefore, no impact related to roadway hazards would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

The project site would be accessible via Frontage Road which is accessible via Dover Way, Chelsea Way, or Covington Drive. Future potential project construction would be required to provide proper emergency access to the site as part of development design and would be required to comply with 2016 California Fire Code for access. Adherence to these required design and construction standards would reduce potential impacts related to emergency access to less than significant. The project would have a less than significant impact on emergency access to the project site.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	■	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	■	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill 18 of 2004) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

The City has not received any requests from California Native American tribes to be notified of proposed projects in the city, pursuant to PRC Section 21080.3.1. Nevertheless, on August 10, 2020, the City sent a notice to representatives of Native American Tribes that may have an interest in development of the project site. The City did not receive any replies requesting further consultation regarding the proposed project.

Impact Analysis

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?*

Because no tribes have requested AB 52 or SB 18 consultation over the project, the City assumes that no known tribal cultural resources are present within Pittsburg. However, it is possible that ground disturbance during potential future construction activities would encounter unknown tribal cultural resources or known cultural resources that may be identified as tribal cultural resources. Therefore, future development may require subsequent CEQA analysis and may require mitigation measures to reduce potential impacts to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. 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?	☐	☐	■	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

Setting

Potable Water

Potable water would be provided to the project site by the CCWD. The City is a retail water purveyor that obtains most of its potable water supply under a wholesale contract with the Contra Costa Water District (CCWD). This water is diverted as raw water from CCWD's Contra Costa Canal. The remainder of the potable water supply is obtained from the City's two groundwater wells. In 2015, 87 percent of the City's potable water supply was provided by CCWD and 13 percent was from local groundwater wells (City of Pittsburg 2019a).

Wastewater

Sewer services in the City of Pittsburg are provided by the City and the Delta Diablo. The City of Pittsburg maintains and owns the local sewage collection system that serves the City's municipal users and the City's wastewater is conveyed to Delta Diablo facilities for treatment. The City's collection system consists of approximately 174 miles of sewer lines and one sewage lift station. Wastewater from developments south of SR-4 enter the Delta Diablo interceptor system on the Pittsburg-Antioch Highway (Pittsburg 2019a). The Delta Diablo wastewater treatment plan has a 54 square mile service area with an average wastewater flow of 12.4 million gallons per day (mgd) (City of Pittsburg 2019a).

Stormwater

The site currently drains to storm drains in the adjacent roadway on Frontage Road where the flow joins with the Pittsburg stormwater system. Stormwater runoff is collected and disposed of by an integrated system of storm drains, inlets, curbside gutters, catch basins, drainage ditches, and man-made channels. Ultimately, stormwater that enters the City's system drains to the Suisun Bay. The City of Pittsburg maintenance personnel inspect, clean, and maintain storm drains within the City and ensure inlets and drains are clear of debris to ensure stormwater flows freely (City of Pittsburg 2020b).

Solid Waste

Mt. Diablo Resource Recovery manages all trash and recycling services in Pittsburg. Both residential and commercial solid waste is currently transported to and disposed of at the Keller Canyon Landfill southwest of the City. Table 3 shows the estimated remaining capacity and anticipated closure dates at Keller Canyon Landfill (CalRecycle 2019).

Table 3 Estimated Landfill Capacities and Closure Dates

Landfill Facility	Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Keller Canyon	75,018,280	63,408,410	2030

Source: CalRecycle 2019b

Other Utilities

Gas and electric utilities to the project site would be provided by PG&E or MCE (City of Pittsburg 2020c). Infrastructure capable of supporting electric and telecommunications exists on the project site and in the project vicinity.

Impact Analysis

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

c. 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?

Water

The project would not result in any direct impacts to water because the project does not require construction or operation of the project site. However, secondary impacts associated with future development of the project site may occur and impacts associated with that development may include impacts to water facilities. No habitable structures could be constructed on the site and thus, would not increase water use due to the site's physical constraints. Minor utilities or electronic billboards would not require potable water. As discussed in Section 10, *Hydrology and Water Quality*, and below under criterion b, CCWD has adequate water supply to serve the project. However, no new water infrastructure or off-site utilities would be required to convey water to the project site. Therefore, the project would not result in the need for new or expanded water facilities.

Wastewater

No habitable structures would be constructed on site; therefore, no additional wastewater would be generated. Therefore, the project would not impact the treatment capacity of existing municipal wastewater treatment providers.

Stormwater

Development of the site would comply with City standards and convey stormwater to the City's storm drain system. However, the volume of stormwater would be minimal given the potential for minor utilities or electronic billboard structures. Potential development of a portion of the project site with a bicycle trail as part of the proposed *Pittsburg Moves* plan would require BMPs to maintain existing stormwater drainage. Therefore, impacts to the municipal stormwater system would be less than significant.

Electricity, Natural Gas, and Telecommunications

As discussed in Section 6, *Energy*, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy. The project would not result in direct impacts as the proposed General Plan amendment and rezone would not propose construction or operation of the project site and thus would not require the construction of new electric power, natural gas, or telecommunications facilities. Secondary impacts associated with the future development on the project site may occur and impacts associated with that development may include the construction and operation of minor utilities or telecommunication facilities on the project. Development of these facilities would be required to comply with all state and federal regulations regarding energy

efficiency. Therefore, the project would not result in significant environmental impacts due to the construction of new utility facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Development on the site could temporarily use water to wet down disturbed areas and minimize emissions of fugitive dust. However, water would be needed only during construction activities. Because no habitable structure could be constructed on site, no potable water would be needed during normal, dry and multiple dry years. Furthermore, the City relies on recycled water for street-side landscaping and city parks, so additional landscaping on the project site would not draw from water supplies (City of Pittsburg 2019a). Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Development on the site would potentially generate solid waste during construction. However, projects would be required to divert 75 percent of solid waste per AB 341 and would be required to comply with Chapter 8.06 of the Pittsburg Municipal Code, which outlines how solid waste is removed and disposed of from a site. No habitable structures could be constructed on the site; therefore, no solid waste would be generated during operation. The project would not adversely affect solid waste facilities.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

Setting

The City of Pittsburg is not located within or near a very high fire hazard severity zone. However, some of the southern and western edges of Pittsburg are located in a high fire hazard severity zone in a state responsibility area (Pittsburg 2019a).

Impact Analysis

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not in a CAL FIRE designated very high fire hazard severity zone and is located approximately 12 miles northeast of the nearest very high fire hazard severity zone (CAL FIRE 2020). As such, project implementation would not impair any adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks; require the installation or maintenance of associated infrastructure that may exacerbate fire risk; or expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes in or near state responsibility areas or lands classified as very high fire severity zones. No impact would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially 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, substantially 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?	☐	☐	■	☐
b. 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)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially 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, substantially 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?

As discussed throughout the Initial Study, potential environmental impacts related to the quality of the environment would be less than significant. Future development of the project site may require subsequent CEQA analysis and could require mitigation measures to reduce potential impacts as a result of development.

LESS THAN SIGNIFICANT IMPACT

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)?

Pursuant to CEQA Guidelines Section 15064(h)(3), cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Water Supply, and Solid Waste. As discussed in these sections, impacts (including cumulative impacts) would be less than significant. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as mineral resources and agriculture and forestry resources. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., aesthetics, hazards and hazardous materials) are site-specific by nature, and impacts at one location do not add to impacts at other locations or create additive impacts. The project would amend the General Plan and rezone the site to Community Commercial but would not allow for large developments on the project site with significant impacts. Therefore, the project's impacts would not be cumulatively considerable.

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 3, *Air Quality*, the proposed project would not result in a direct or indirect air quality impact. As discussed in Section 13, *Noise,* the project would not generate significant impacts related to ambient noise or groundborne vibration or make a cumulatively considerable contribution to significant cumulative noise impacts. Similarly, as discussed in Section 9, *Hazards and Hazardous Materials,* impacts related to groundwater, vapor, or soil contamination would not be significant as a result of project implementation and would not have a cumulatively considerable contribution to significant cumulative hazards impacts. Impacts to human beings would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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