Appendix B:
Comparative Summary of Potential Impacts

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Comparative Summary of Potential Impacts

As discussed in more detail in Chapter 2, Project Description, the Applicant is requesting that the City of Walnut Creek ("City") approve amendments to the North Downtown Specific Plan (NDSP) (along with conforming amendments to the Walnut Creek General Plan [General Plan] and Municipal Code to ensure consistency) as well as a development agreement in order to create a new Mixed Use Special District that would allow for auto sales, service and ancillary uses as well as a range of additional potential, compatible uses such as commercial office, hotel, and/or multi-family residential. At this time, no application for a individual specific development proposal for the project site has been formally submitted to the City; therefore, the final specific allocation, configuration, and mix of uses is not currently known. Nevertheless, the basic characteristics of the proposed project would be consistent throughout regardless of the final specific allocation and mix of uses ultimately developed; i.e., its location; sustainable design features; vehicular access; utility provision; its infill, urban, mixed use nature (involving a new and enhanced auto sales dealership/service and sale facility in any development scenario, and other compatible uses); the contemplated demolition of all existing structures; and its overall scope (which would involve substantially the same building footprint based on the reasonable maximum development from an intensity/density perspective).

Accordingly, for purposes of evaluating the potential impacts that could result if the City approves the proposed project, this Draft Supplemental Environmental Impact Report (Draft SEIR) considers three potential development scenarios that reflect a reasonable mix, configuration, and allocation of uses that could occur under the proposed amendments to determine which one would reflect the reasonable worst-case scenario for each environmental topic area. In so doing, this ensures a conservative analysis, facilitates meaningful public participation, and helps to ensure that this SEIR, when considered as a whole, provides a reasonable, good faith disclosure and analysis of environmental impacts, and includes sufficient information to allow decision-makers and the public to understand the environmental consequences of the proposed project.

The following narrative presents a preliminary comparative analysis of three development scenarios (referred to herein as Scenarios 1, 2 and 3, respectively) to inform the selection of a reasonable worst-case scenario for study in the Draft SEIR for each environmental topic area. Based on information and reasonable assumptions provided by the Applicant, the following three Scenarios have been identified for comparison (development assumptions associated with buildout for Scenarios 1, 2, and 3 are provided in Table 1, Table 2, and Table 3, respectively) in order to articulate the potential project variations and fully disclose the maximum potential scope of the proposed project. Figure 1 depicts the proposed intensity (i.e., maximum floor area ratio (FAR) and building height set forth in the NDSP (as amended).

Table 1: Scenario 1 Development Assumptions

Scenario	New End Use	Development Potential (approx.)	Maximum Height[1]
1	Auto Sales and Service	142,094 square feet	35 feet
	Office	40,546 square feet	35 feet

Scenario	New End Use	Development Potential (approx.)	Maximum Height[1]
	Office	97,221 square feet	35 feet
	Office	375,727 square feet	50 feet

Notes:
1. The NDSP sets forth a maximum height of 35 feet except for those lands on a portion of Site A where the NDSP sets forth a maximum height of 50 feet (see Figure 1).

Table 2: Scenario 2 Development Assumptions

Scenario	New End Use	Development Potential (approx.)	Maximum Height[1]
2	Auto Sales and Service	142,094 square feet	35 feet
	Office	40,546 square feet	35 feet
	Multi-Family Residential	132 dwelling units	35 feet
	Hotel	723 keys	50 feet

Notes:
1. The NDSP sets forth a maximum height of 35 feet except for those lands on a portion of Site A where the NDSP sets forth a maximum height of 50 feet (see Figure 1).

Table 3: Scenario 3 Development Assumptions

Scenario	New End Use	Development Potential (approx.)	Maximum Height[1]
3	Auto Sales and Service	142,094 square feet	35 feet
	Office	40,546 square feet	35 feet
	Multi-Family Residential	132 dwelling units	35 feet
	Multi-family Residential	526 dwelling units	50 feet

Notes:
1. The NDSP sets forth a maximum height of 35 feet except for those lands on a portion of Site A where the NDSP sets forth a maximum height of 50 feet (see Figure 1).

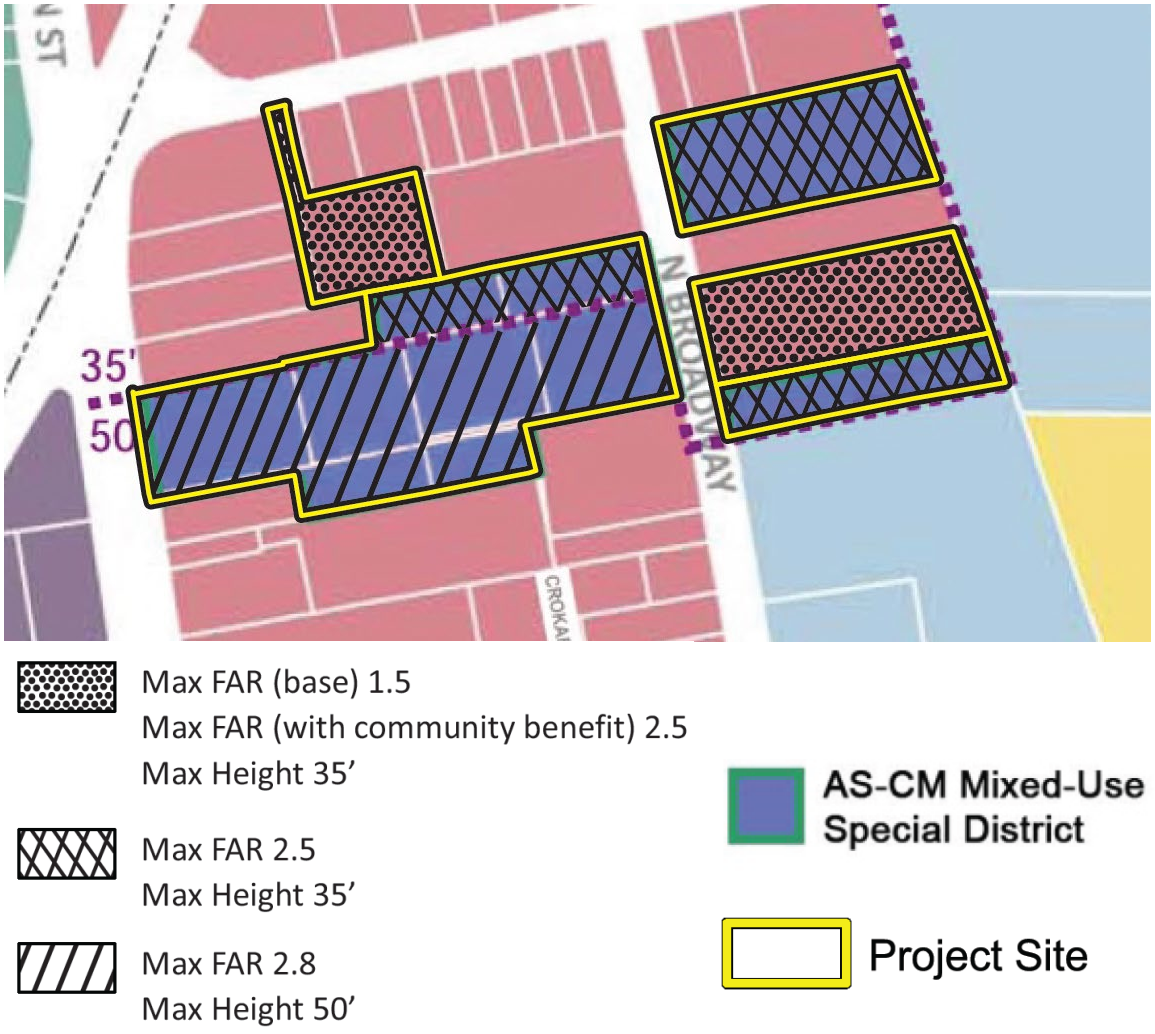

Figure 1: Proposed Intensity and Building Height, North Downtown Specific Plan as amended)

The following preliminary evaluation of potential impacts for comparative purposes that could result from each of the three Scenarios is organized into three categories for discussion:

- Category 1: Topical areas proposed to be scoped out of the Draft SEIR
- Category 2: Topical areas for which grading and development of the project site would have substantially the same levels of impact among the each of the Scenarios
- Category 3: Topical areas where the Scenarios could have differing levels of potential impact

Category 1: Topical areas to be scoped out of the Draft SEIR

The Notice of Preparation (NOP) identified three topical areas that would be less than significant under all of the Scenarios and would not require further environmental review: agriculture and forestry resources, mineral resources, and wildfire. These topical areas would have substantially the same potential effect regardless of the Scenario selected, and are not evaluated further in the Draft

SEIR, as discussed in more detail in Section 4.0, Effects Found not to be Significant. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics (see further discussion under Category 3), to provide consistency in the analysis within the Draft SEIR, when all of the Scenarios would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario."

Category 2: Topical areas for which grading and development of the project site would have equal levels of impact

A number of topical areas have impacts based on grading and other ground disturbance activities of the project site, as well as removal of existing structures. To evaluate a reasonable worst-case scenario, each Scenario is assumed to require removal of all structures as well as grading, other ground disturbance and construction across the full extent of each parcel. Because each of the Scenarios is based on reasonable assumptions of the maximum development potential that could occur on the project site, the amount of grading and other ground disturbance and demolition would be substantially the same under all Scenarios. Accordingly, for purposes of the topical areas listed below, potential impacts associated with grading, ground disturbance, and demolition would be substantially the same under each Scenario. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics (see further discussion under Category 3), to provide consistency in the analysis within the Draft SEIR, when all of the Scenarios would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario." Therefore, the following impact areas are evaluated assuming development of Scenario 3.

Aesthetics

Utilizing the guidance in the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to aesthetics, light and glare would be significant, the following questions are analyzed and evaluated.

Except as provided in Public Resources Code Section 21099, would the proposed 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 building 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 which would adversely affect day or nighttime views in the area?

As noted above, aesthetic impacts relate to the nature of the site upon which the project would be

developed as well as the nature of the specific development proposed (in terms of scale, massing, surrounding uses, etc.) with respect to visual resources as well as overall consistency with the applicable zoning and other regulations governing scenic quality.

The project site is infill in nature, is already developed with urban uses, and is located within an urbanized area that is surrounded by other existing urban development; once the proposed project is developed, views of the project site and vicinity would be substantially the same regardless of the Scenario. Each Scenario would be built across the entirety of the project site (without a shift in overall location) and would involve buildings that would be constructed to maximize the intensity and/or density of development in accordance with the applicable development standards including, among others, height, and FAR. Consistent therewith, under each Scenario, this analysis assumes that the project site would be developed to the maximum FAR of 2.5/2.8 (by right). Also, for purposes of this analysis, reasonable assumptions have been made as to the configuration of various uses on-site. Nevertheless, while the building/site configurations under each Scenario would vary to a certain degree, overall development under all of the Scenarios would have substantially the same impact on scenic vistas and scenic highways given the overall massing and scale of the assumed development as well as other considerations such as other intervening urban development in the vicinity and nearby trees and vegetation. Therefore, impacts to scenic vistas and scenic highways would be substantially the same under all Scenarios.

For purposes of the CEQA threshold dealing with overall scenic quality, because the project site is considered "urbanized," the impact question focuses on consistency with applicable zoning and other regulations governing scenic quality. Development under all Scenarios would be governed by the same regulatory framework; i.e., the General Plan (as amended), the NDSP (as amended), the Municipal Code (as amended), a development agreement; as well as all other applicable laws and regulations and would be required to adhere to, and not conflict with, the foregoing. This would ensure that impacts in this regard would be substantially the same under all three Scenarios.

Because each Scenario anticipates a mix of uses that would be urban in nature, reflect the reasonable maximum density/intensity of uses that could occur on the project site, and would be required to adhere to the applicable development standards and design guidelines governing light and glare, each would result in substantially the same amounts of light and glare. For example, under all three Scenarios, there would be substantially the same daytime glare, for instance, from direct beam sunlight and reflections from windows, architectural coatings, glass, and other reflective surfaces. In addition, under all three Scenarios, there would be substantially the same nighttime lighting and glare from structure lighting and decorative landscaping, lighted signs, solar panels (if any), and streetlights, and mobile sources of lighting primarily from headlights from motor vehicles. Nighttime lighting and glare would be governed by the applicable standards and guidelines, and all of which would be required to take into appropriate account safety, security, decorative and convenience considerations.

Biological Resources

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to biological resources are

significant environmental effects, the following questions are analyzed and evaluated. Would the proposed 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 United States 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, and regulations or by the California Department of Fish and Wildlife or United States 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 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?

As noted above, biological resource impacts relate primarily to the scope and extent of demolition of existing structures, grading, and other ground disturbance.

The project site is infill in nature, is already developed with urban uses and is located within an urbanized area that is surrounded by other existing urban development. Each Scenario would require the removal of existing structures, would be built across the entirety of the project site, and would be constructed to maximize the intensity and/or density of development in accordance with the applicable development standards including, among others, the maximum FAR of 2.5/2.8 pursuant to the NDSP (as amended). Therefore, under all Scenarios, it is assumed that the amount of grading, ground disturbance, and demolition would be substantially the same.

Based on available information, the extent of biological resources across the project site consists of ornamental trees that could potentially provide habitat for nesting birds, as well as structures that could provide habitat for roosting bats. No wetlands or other sensitive natural communities are present. Accordingly, development of any of the Scenarios, since each would involve removal of all on-site structures and substantially the same amount of grading and other ground disturbance over the entirety of the project site, would have substantially the same effect. Accordingly, potential impacts to biological resources would be substantially the same across all Scenarios and thus would trigger substantially the same requirements with respect to mitigation.

Cultural Resources and Tribal Cultural Resources

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to cultural and tribal cultural resources would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

c) Disturb any human remains, including those interred outside of formal cemeteries?

d) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, 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 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)?

e) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, 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 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?

As noted above, cultural resources and Tribal Cultural Resources (TCR) impacts relate primarily to the scope and extent of demolition of existing structures, grading, and other ground disturbance.

The project site is infill in nature, is already developed with urban uses, and is located within an urbanized area that is surrounded by other existing urban development. Each Scenario would be built across the entirety of the project site; would involve the demolition of all on-site structures; and would be constructed to maximize the intensity and/or density of development in accordance with the applicable development standards including, among others, the maximum FAR of 2.5/2.8. Therefore, under all Scenarios, it is assumed that the amount of grading, ground disturbance, and demolition would be substantially the same.

Based on available information, the extent of cultural resources and TCRs across the project site consists of the potential for historicity of certain existing structures, as well as the potential for discovery of previously unrecorded cultural resources during construction activities requiring ground disturbance. Accordingly, since development of any of the Scenarios would require removal of all on-site structures and substantially the same amount grading and other ground disturbance over the entirety of the project site, would have substantially the same effect. Accordingly, potential impacts

to cultural resources and TCRs would be substantially the same across all Scenarios and thus would trigger substantially the same requirements with respect to mitigation.

Geology, Soils, and Seismicity

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to geology, soils, and seismicity would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:
    i. 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? Refer to Division of Mines and Geology Special Publication 42.
    ii. Strong seismic ground shaking?
    iii. Seismic-related ground failure, including liquefaction?
    iv. 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?

As noted above, geology, soil, and seismicity impacts relate to the nature of the project site (e.g., underlying soils, proximity to any faults, etc.) and the scope and extent of grading and other ground disturbance.

The project site is infill in nature, is already developed with urban uses, and is located within an urbanized area that is surrounded by other existing urban development. Each Scenario would be built across the entirety of the project site; would involve the demolition of all on-site structures; and would be constructed to maximize the intensity and/or density of development in accordance with the applicable development standards including, among others, the maximum FAR of 2.5/2.8. Therefore, under all Scenarios, it is assumed that the amount of grading, ground disturbance, and demolition would be substantially the same.

Geologic impacts, including impacts related to underlying soils; seismicity; and any potential related hazards such as ground shaking, landslides, erosion, liquefaction, expansive soils, etc., across the

project site would be substantially the same because it is assumed that under each Scenario, development would occur over the entirety of project site, and thus underlying soils and related geologic and seismicity conditions would remain constant. Moreover, development under all Scenarios would be governed by the same regulatory framework, i.e., the General Plan (as amended), the NDSP (as amended), the Municipal Code (as amended), the Building Code, the Fire Code, as well as all other applicable laws and regulations and would be required to adhere to the foregoing. Accordingly, the development of any of the Scenarios, since each would require removal of all on-site structures and the same amount of grading and other ground disturbance over the entirety of the project site, would have substantially the same effect. Accordingly, potential impacts to geology, soils, and seismicity would be substantially the same across all Scenarios and thus would trigger substantially the same requirements with respect to any mitigation.

Hydrology and Water Quality

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to hydrology and water quality would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed 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?

As noted above, hydrology and water quality impacts relate primarily to the scope and extent of grading and other ground disturbance, the nature of the proposed development, the location of the project site, and potential reliance on groundwater supplies.

As the project site is infill in nature, and is already developed with urban uses, including substantial amounts of impervious surfaces, the existing hydrology and stormwater runoff is already managed.

Each Scenario would be built across the entirety of the project site (and would not shift in location); would involve substantially the same amount of demolition, grading, and other ground disturbance; would be constructed to maximize the intensity and/or density of development in accordance with the applicable development standards including, among others, the maximum FAR of 2.5/2.8 (pursuant to the NDSP as amended); would contain substantially the same amount of impervious surfaces; and would be required to adhere to all applicable laws, regulations, standards and requirements with respect to the handling of stormwater runoff and related water quality issues. Accordingly, potential impacts to hydrology and water quality would be substantially the same across all Scenarios and thus would trigger substantially the same requirements with respect to any mitigation.

Land Use and Planning

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to land use and planning would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed 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?

As noted above, land use and planning impacts relate to the location, scope, and nature of the proposed development.

The redevelopment of the project site with the proposed uses under any Scenario would occur in the same location in the City of Walnut Creek and would involve substantially the same type of infrastructure to support the proposed uses, and thus any impacts associated with the potential to physically divide an established community would be substantially the same under all Scenarios. Moreover, development under all three Scenarios would be required to adhere to all applicable laws, regulations, standards and requirements including those set forth in the NDSP (as amended), the Walnut Creek General Plan (General Plan) (as amended), and the Zoning Code (as amended), as well as any other relevant land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Accordingly, potential impacts with respect to land use and planning would be substantially the same across all Scenarios and thus would trigger the same requirements and adherence to the same applicable regulations.

Category 3: Topical Areas Where the Scenarios Could Have Differing Levels of Potential Impact

As explained more fully below, the Scenarios could result in materially different potential impacts for the following topical areas: Air Quality, Energy, Greenhouse Gases (GHG) Emissions, Hazards and Hazardous Materials, Noise, Population and Housing, Public Services and Recreation, Transportation, and Utilities and Service Systems.

A comparison of each Scenario with respect to potential impact for each topical area is presented below.

Air Quality

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, determine whether the proposed project's impacts to air quality would be significant environmental effects, the following questions are analyzed and evaluated.

Would the proposed 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 nonattainment under an applicable federal or State ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

As noted above, air quality impacts relate to the amount and nature of emissions generated during construction and operation, which, in turn, relate primarily to the scope and extent of demolition, grading and other ground disturbance as well as the nature of the proposed uses and proximity of sensitive receptors.

Though the grading and ground disturbance for each Scenario would be similar, each Scenario would result in a different building footprint and size, which would result in different construction and operational emissions. Given the land uses proposed to be included with each Scenario, associated construction emissions based on the proposed building types, and the Vehicle Miles Traveled (VMT) estimated to be associated with each potential Scenario, the Scenario that would be expected to have the highest criteria pollutant emissions, and therefore the reasonable worst-case scenario with respect to air quality, is Scenario 2.

With respect to attainment of air quality standards, the Scenario with the highest construction emissions would represent the reasonable worst-case scenario because that Scenario would have the greatest impacts with respect to air quality attainment standards and associated emissions standards. Therefore, this impact is evaluated assuming development of Scenario 2.

With respect to cumulative criteria pollutant emissions for both construction and operation and sensitive receptors exposure to pollutant concentrations during construction, because Scenario 2 would result in the greatest generation of maximum annual construction emissions as well as the greatest long-term operational emissions, it would represent the reasonable worst-case scenario for these impacts.

Impacts related to objectionable odors exposure would be substantially the same across all Scenarios during construction because the odors resulting from construction activities (i.e., from

construction equipment exhaust and application of asphalt and architectural coating) would be substantially the same in nature regardless of the Scenario. Therefore, as noted above, because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario."

Impacts related to objectionable odors exposure for off-site sensitive receptors would be substantially the same across all Scenarios during operation because the odors resulting from mixed use activities would be substantially the same in nature regardless of the Scenario. Therefore, because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario."

The following comparative analysis provides the reasonable worst-case scenario by significance criteria, which is summarized in Table 4.

Table 4: Reasonable Worst-Case Scenario Per Environmental Topic Area for Air Quality

Environmental Topic Area	Reasonable Worst-Case Scenario
Consistency with Air Quality Plan	Scenario 2 (auto sales and service, office, multi-family residential, and hotel)
Cumulative Criteria Pollutant Emissions (during construction)	Scenario 2 (auto sales and service, office, multi-family residential, and hotel)
Cumulative Criteria Pollutant Emissions (during operation)	Scenario 2 (auto sales and service, office, multi-family residential, and hotel)
Sensitive Receptors Exposure to Pollutant Concentrations	Scenario 2 (auto sales and service, office, multi-family residential, and hotel)
Objectionable Odors Exposure (during construction)	Scenario 3 (auto sales and service, office, and multi-family residential)
Objectionable Odors Exposure (during operation)	Scenario 3 (auto sales and service, office, and multi-family residential)

Energy

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to energy would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Result in 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?

As noted above, energy impacts relate to the amount of energy consumed during construction and operation, which, in turn, relate primarily to the scope and extent of demolition, grading and other ground disturbance as well as the nature of the proposed uses.

As the ultimate land use and site plan are not currently known and there are various ways in which the project site could ultimately be developed under the NDSP (as amended), the three Scenarios were evaluated based on a number of factors, including electricity use and transportation fuels. VMT is used herein as a surrogate indicator for how much transportation fuel would be consumed during operation. It should be noted that because each Scenario would include the same project design features and would be located in the same location (i.e., the project site), each would be expected to have substantially the same degree of consistency with applicable State and local plans with regards to energy efficiency. Based on the energy intensity (evaluated considering both construction and operation) of the land use types proposed under each Scenario, Scenario 2 would result in the greatest consumption of energy resources and generation of VMT, which is related to the hotel and residential uses. These uses together are anticipated to generate more operational VMT than the other proposed uses, resulting in the highest consumption of transportation fuel during operation.

Therefore, Scenario 2 would represent the reasonable worst-case scenario with respect to energy usage.

Greenhouse Gas Emissions

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to greenhouse gas emissions would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Construction

For construction-related GHG emissions, the Bay Area Air Quality Management District (BAAQMD) does not recommend quantification; instead BAAQMD recommends incorporation of construction best management practices (BMPs) that would contribute to reductions in GHG emissions during project construction and support the proposed project's contribution to its "fair share" in GHG emission reductions during construction toward the State's long-term climate goals. Development under all three Scenarios would be required to adhere to all applicable BAAQMD BMPs during construction. However, because Scenario 2 would result in the greatest generation of maximum annual construction emissions associated with the construction footprint, Scenario 2 would represent the reasonable worst-case scenario. Therefore, this impact is evaluated assuming development of Scenario 2.

Operation

The BAAQMD has recently adopted new advisory recommendations for GHG significance thresholds which focus on the qualitative design of a project to determine impact significance based on the presence of legacy emission sources. According to the BAAQMD-recommended significance thresholds, which the City, in its discretion, has elected to utilize in this analysis, if a project cannot demonstrate compliance with Criterion A (which is the case here because the City's Climate Action Plan does not meet the criteria as a qualified CAP) or Criterion B, it would be considered to result in potentially significant impacts, resulting in the need for mitigation.

A. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b), or

B. Projects must include, at a minimum, the following project design elements.
   a. Buildings:
      i. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
      ii. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
   b. Transportation:
      i. Achieve compliance with electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2.
      ii. Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
         1. Residential projects: 15 percent below the existing VMT per capita.
         2. Office projects: 15 percent below the existing VMT per employee.
         3. Retail projects: no net increase in existing VMT.

Given the requirements in Criterion B, this impact is heavily tied to project design features. Scenarios 1, 2, and 3 would include the same sustainable design features, as described in detail in Chapter 2, Project Description. The proposed project would contribute to global climate change through direct and indirect GHG emissions from mobile sources (e.g., passenger vehicles, trucks), energy (e.g., purchased electricity), water use and wastewater generation, and solid waste generation. As discussed above under air quality, Scenario 2 would result in the greatest long-term operational emissions. Therefore, this impact is evaluated assuming development of Scenario 2.

Conflict with Plan, Policy, or Regulation that Reduces Emissions

With respect to conflicting with a plan, policy, or regulation that reduces emissions, the Scenario with the greatest generation of maximum annual construction emissions and the greatest long-term operational emissions would represent the reasonable worst-case scenario. Therefore, this impact is evaluated assuming development of Scenario 2.

Hazards and Hazardous Materials

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to hazards and hazardous materials would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed 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 one-quarter mile of an existing or proposed school?

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

e) Be 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 and result in a safety hazard or excessive noise for people residing or working 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?

As noted above, hazards and hazardous materials relate primarily to the nature of the project site and surrounding uses (e.g., any underlying contamination), the scope and extent of demolition, grading and other ground disturbance, and the nature of the proposed uses.

The project site is infill in nature, is already developed with urban uses, and is located within an urbanized area that is surrounded by other existing urban development. Each Scenario would be built across the entirety of the project site; would involve the demolition of all on-site structures; would involve substantially the same amount of grading and other ground disturbance; would be constructed to maximize the intensity and/or density of development in accordance with the applicable development standards including, among others, the maximum FAR of 2.5/2.8 pursuant to the NDSP (as amended); and would be governed by the same regulatory framework.

The extent of hazards and hazardous materials across the project site would consist of any known or unknown contamination of groundwater and/or soils as well as the potential for asbestos and/or lead based paint in existing structures proposed for demolition. Accordingly, the development of any of the Scenarios could result in exposure to hazards and hazardous materials. However, residential uses are subject to more stringent screening level for contaminants, as extended exposure to hazardous materials could result in more severe health impacts. Therefore, to the extent any remediation is

required under applicable laws and regulations, it is likely that both Scenario 2 and Scenario 3 could require additional remediation to meet these more stringent regulatory standards, as compared to Scenario 1 (which does not involve any residential uses). A greater number of residents, as anticipated with development of Scenario 3, would result in more sensitive receptors that could be exposed to hazardous materials. Therefore, Scenario 3 would represent the reasonable worst-case scenario because it would include the most residential units and the most residents.

Noise

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to noise would be significant environmental effects, the following questions are analyzed and evaluated.

Would the proposed project:

a) 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?

b) 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?

c) Generation of excessive groundborne vibration or groundborne noise levels?

d) 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?

It should be noted that the significance criteria Impact (a), above, is from the Land Use and Planning section of the CEQA Guidelines Appendix G checklist questions. However, this question addresses impacts related to conflicts with land use plans, which would include project-related conflicts to the noise land use compatibility standards of the General Plan and the Municipal Code. Therefore, these impacts are addressed with respect to noise in addition to land use and planning.

With respect to noise, the reasonable worst-case scenario would be different dependent on the impact area being evaluated as discussed in detail by topic below.

Conflict with Any Land Use Plan, Policy, or Regulation

Traffic noise is the primary noise source affecting the ambient noise environment on the project site and in the vicinity (see Section 3.11, Noise, for additional information). The City has determined, in its discretion, that Scenario 1 would be the reasonable worst-case scenario for purposes of evaluating potential traffic noise impacts related to land use/noise compatibility conflicts because it is the Scenario that would generate the highest average daily trips on average (see Table 5) for roadway segments on the project site and in the vicinity, and therefore would result in the highest project-related traffic noise levels.

Substantial Noise Increase in Excess of Standards

Construction

Construction-related noise impacts are triggered by both stationary and mobile sources (i.e., construction trips and construction equipment) as well as proximity of sensitive receptors. Both stationary and mobile sources are discussed in more detail below.

Construction-related Traffic Noise

Though the demolition, grading and ground disturbance for each Scenario would be substantially the same, each Scenario would result in a different building footprint and size, which would result in different construction emissions resulting, in part, from construction trips. Scenario 2 would result in the greatest maximum annual construction emissions, and is, therefore, the reasonable worst-case for this impact criteria because it is assumed it would result in the greatest number of construction trips.

Construction Equipment Operation Noise

Construction of all Scenarios is anticipated to utilize substantially the same construction equipment. Therefore, the construction equipment and related noise to operate that equipment would be substantially the same for all Scenarios. In addition, as a conservative assumption, it was assumed that all construction could occur up to the project boundary. Therefore, each Scenario would result in substantially the same impact to the nearest off-site sensitive receptor. Because development could be phased such that on-site residences could be occupied during construction of other uses, the Scenario with the most potential on-site sensitive receptors is considered the reasonable worst-case. Therefore, Scenario 3 would represent the reasonable worst-case scenario because it would include the most residential units, resulting in the most residents and the most potential sensitive receptors.

Operation

Operation-related noise impacts are triggered by both mobile and stationary sources (i.e., noise associated with project-related trips and noise from parking lot activities, landscaping, truck loading/unloading activities, and new exterior mechanical equipment sources). Both mobile and stationary sources are discussed in more detail below.

Operation-related Traffic Noise

Operational-related noise impacts are triggered by mobile sources as well as proximity of sensitive receptors and the nature of the proposed uses in relationship to existing surrounding uses.

Therefore, to determine which Scenario would represent the reasonable worst-case, this preliminary assessment considered whether mobile source noise could be different depending on the amount and nature of trips under each Scenario. The trip generation for Scenario 1, Scenario 2, and Scenario 3 are summarized in Table 5, including total trip generation and trip generation with deductions taken for non-auto modes (walking, biking, transit) and for the existing land uses.

Table 5: Trip Generation Summary

	No Deductions			With Deductions		
		Peak-hour Trips			Peak-hour Trips	
Scenario	Daily Trips	AM	PM	Daily Trips	AM	PM
1	7,802	759	820	5,952	635	658
2	7,198	588	613	5,348	464	451
3	6,874	477	590	5,024	353	428

Source: W-Trans. 2022. CEQA Only Transportation Analysis for the Walnut Creek North Downtown Specific Plan Supplemental EIR. November 29.

As shown in Table 5, Scenario 1 would result in the highest trip generation, which would represent the reasonable worst-case scenario with respect to traffic noise.

Stationary Source Operational Noise Impacts

With respect to stationary sources, it is anticipated that the proposed project would generate noise from parking lot activities, new exterior mechanical equipment sources, such as rooftop ventilation systems on proposed uses, landscaping equipment, and truck loading and unloading activities. Moreover, it is assumed that the proposed project could involve phasing such that new on-site sensitive receptors (e.g., multi-family residential uses) could be located such that they would be impacted by stationary noise during project operations. Therefore, the Scenario with the most potential on-site sensitive receptors is considered the reasonable worst-case. For that reason, Scenario 3 would represent the reasonable worst-case scenario because it would include the most residential units, resulting in the most residents and the most potential sensitive receptors.

Groundborne Vibration/Noise Levels

Short-term Construction Vibration Impacts to On-site or Off-site Receptors

Construction activity can result in varying degrees of ground vibration depending on the equipment used on-site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of construction respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels to slight damage at the highest levels. With respect to ground borne vibration during construction, it is reasonable to assume that impact pile drivers would be utilized, but pre-drilling would be employed to reduce the impacts thereof. Assuming they are used in the foundation construction phase of development, this would produce the greatest ground borne vibration levels. It is assumed that the proposed project could involve phasing such that new on-site sensitive receptors (e.g., multi-family residential uses) could be located such that they would be impacted by ground borne vibration during construction. Therefore, the Scenario with the most potential on-site sensitive receptors is considered the reasonable worst-case. Therefore, Scenario 3 would represent the reasonable worst-case scenario because it would include the most residential units, resulting in the most residents and the most potential sensitive receptors.

Operational Vibration Impacts to On-Site or Off-site Receptors

It is assumed that the proposed project could involve phasing such that new on-site sensitive receptors (e.g., multi-family residential uses) could be located such that they would be impacted by ground borne vibration during operation. Therefore, the Scenario with the most potential on-site sensitive receptors is considered the reasonable worst-case. Therefore, Scenario 3 would represent the reasonable worst-case scenario because it would include the most residential units, resulting in the most residents and the most potential sensitive receptors.

Excessive Noise Levels from Airport Activity

Given that all Scenarios would be developed in the same location (i.e., on the project site), they would be the same distance from the nearest private airstrip or public airport (i.e., Buchanan Field Airport or the John Muir Medical Center helipad). Accordingly, potential impacts with respect to excessive noise levels from airport activity would be substantially the same across all Scenarios. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario."

The following comparative analysis provides the reasonable worst-case scenario by significance criteria, which is summarized in Table 6.

Table 6: Reasonable Worst-Case Scenario Per Environmental Topic Area for Noise

Environmental Topic Area	Reasonable Worst-Case Scenario
Conflict with Any Land Use Plan, Policy, or Regulation	Scenario 1 (auto sales and service and office)
Substantial Noise Increase in Excess of Standards (Construction-related Traffic Noise)	Scenario 2 (auto sales and service, office, multi-family residential, and hotel)
Substantial Noise Increase in Excess of Standards (Construction Equipment Operation Noise)	Scenario 3 (auto sales and service, office, and multi-family residential)
Substantial Noise Increase in Excess of Standards (Operation-related Traffic Noise)	Scenario 1 (auto sales and service and office)
Substantial Noise Increase in Excess of Standards (Stationary Source Operational Noise Impacts)	Scenario 3 (auto sales and service, office, and multi-family residential)
Ground borne Vibration/Noise Levels (Short-term Construction Vibration Impacts to On-site or Off-site Receptors)	Scenario 3 (auto sales and service, office, and multi-family residential)
Ground borne Vibration/Noise Levels (Operational Vibration Impacts to On-Site or Off-site Receptors)	Scenario 3 (auto sales and service, office, and multi-family residential)
Excessive Noise Levels from Airport Activity	Scenario 3 (auto sales and service, office, and multi-family residential)

Population and Housing

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to population and housing would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) 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) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As noted above, population and housing impacts relate to the scope and nature of the proposed development (i.e., proposed uses, potential for displacement, and consistency of proposal with relevant land use growth projections).

Given the nature of the project site and existing nonresidential uses, none of the three Scenarios would result in any significant displacement of existing people or housing. Therefore, this preliminary assessment took into consideration the amount of population growth that could occur either directly or indirectly. The 2020 Census includes an average household size of 2.18 persons for Walnut Creek.[1] Table 7 provides total estimated residents associated with Scenarios 1, 2, and 3.

Table 7: Average Household Size and Total Estimated Residents

Scenario	Average Household Size	Total Estimated Residents
Scenario 1 (no residential uses)	2.18 person/residential unit	0
Scenario 2 (132 multi-family units)	2.18 person/residential unit	288
Scenario 3 (658 multi-family units)	2.18 person/residential unit	1,435
Source: United States Census Bureau. 2019. Quick Facts: Walnut Creek, California. Website: https://www.census.gov/quickfacts/fact/table/walnutcreekcitycalifornia/PST045219. Accessed: November 4, 2021.		

Table 8 provides the net new employment projections for the proposed project.[2] Scenario 1 is projected to result in approximately 2,207 net new employees, Scenario 2 is projected to result in approximately 967 net new employees, and Scenario 3 is projected to result in approximately 316 net new employees.

[1] United States Census Bureau. 2019. Quick Facts: Walnut Creek, California. Website: https://www.census.gov/quickfacts/fact/table/walnutcreekcitycalifornia/PST045219. Accessed: November 4, 2021.

[2] Employment projections in the 2019 NDSP EIR were calculated using standard assumptions of one job per 500 square feet of retail space, one job per 250 square feet of office space, 0.9 jobs per hotel room, one job per 463 square feet of general light industrial, and one job per 600 square feet of auto retail or service.

Table 8: Employment Projection Per Scenario (Net)

Scenario	Development Potential	Employment Projection	Total Estimated Employees (Net)
1	**Proposed Project**		
	Auto Sales and Service: 142,094	1 job/600 square feet	237
	Office: 513,494	1 job/250 square feet	2054
		Total	2,291
	Existing Uses		
	Auto Sales and Service: 50,407	1 job/600 square feet	84
		Total	**2,207**
2	**Proposed Project**		
	Auto Sales and Service: 142,094	1 job/600 square feet	237
	Office: 40,546	1 job/250 square feet	163
	Multi-Family Residential: 132 dwelling units	—	—
	Hotel: 723 rooms	0.9 jobs/hotel room	651
		Total	1,051
	Existing Uses		
	Auto Sales and Service: 50,407	1 job/600 square feet	84
		Total	**967**
3	**Proposed Project**		
	Auto Sales and Service: 142,094	1 job/600 square feet	237
	Office: 40,546	1 job/250 square feet	163
	Multi-Family Residential: 658 dwelling units	—	—
		Total	400
	Existing Uses		
	Auto Sales and Service: 50,407	1 job/600 square feet	84
		Total	**316**

Scenario	Development Potential	Employment Projection	Total Estimated Employees (Net)
Notes: The existing uses calculations do not include vacant buildings or parking lots. Sources: LSA. 2018. North Downtown Specific Plan Environmental Impact Report, page 3-24. June. FirstCarbon Solutions (FCS) 2022.			

With respect to employment, the 2023-2031 Housing Element notes that the City's population increases during the typical workweek, which indicates that many people commute into the City from elsewhere to work. Because of high housing costs in Walnut Creek, many professionals that work within the City live outside of the City where homes are more affordable. Therefore, though the proposed project would result in employment opportunities, it is anticipated that most of the employees associated with the proposed project would not relocate to the City. None of the Scenarios are anticipated to induce substantial unplanned population growth indirectly since none of the Scenarios involve the extension of roads or other significant infrastructure. Therefore, Scenario 3, the Scenario that would result in the most residents, would represent the reasonable worst-case with respect to population and housing.

Public Services and Recreation–Police, Fire, Parks, and Student Generation

Utilizing the guidance in the CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to public services and recreation are significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

> . . . result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
>
> a) Fire protection?
>
> b) Police protection?
>
> c) Schools?
>
> d) Parks?
>
> e) Other public facilities (i.e., library facilities)?
>
> 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?
>
> 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 noted above, public services and recreation impacts relate to the scope and nature of the proposed development (i.e., proposed uses and related population growth).

Police and Fire

All proposed uses under all Scenarios could result in additional calls for service. However, based on historical data, residential uses result in additional calls for service as compared with automotive, hotel, and office uses. Therefore, it is anticipated that the Scenario with the greatest number of residents would result in the most additional calls for service. Therefore, Scenario 3 would represent the reasonable worst-case scenario with respect to police and fire.

Libraries, Parks, and Recreation

It is anticipated that the Scenario with the greatest number of residents would result in the highest level of demand for parks, recreation, and library facilities because residents are more likely to use regional and local parks and other public services (such as libraries) at a higher rate than employees in an office or other nonresidential uses or people staying at a hotel. As shown in Table 7, Scenario 1 would not include any dwelling units, and, therefore, would not result in any additional residents. Scenario 3 would result in a greater number of residents than Scenario 2 and would therefore represent the reasonable worst-case scenario with respect to parks and recreation.

Schools

It is anticipated that the Scenario with the greatest number of residents would result in the reasonable worst-case impact to schools because new residential units would result in the generation of new students within a school district where hotel, office, or other nonresidential uses would not result in any appreciable increase in demand in this regard. Table 9 provides the number of kindergarten, middle school, and high school students anticipated for each Scenario. As shown in Table 9, Scenario 3 is anticipated to result in the greatest number of students: 132 elementary and middle school, and 112 high school students. Therefore, Scenario 3 would represent the reasonable worst-case scenario with respect to schools.[3,4]

Table 9: Student Generation Rates

Scenario	Student Generation Rate/unit	Total Estimated Students
Scenario 1 (no residential uses)	• 0.2 Elementary and Middle School • 0.17 High School	• 0
Scenario 2 (132 multi-family units)	• 0.2 Elementary and Middle School • 0.17 High School	• 27 Kindergarten, Elementary, and Middle School • 23 High School
Scenario 3 (658 multi-family units)	• 0.2 Elementary and Middle School • 0.17 High School	• 132 Elementary and Middle School • 112 High School

[3] For planning purposes, the Walnut Creek School District recommends using a rate of 0.2 students per dwelling unit to estimate enrollment increase for new development for kindergarten, elementary, and middle school (0.2 X 658 units = 131.6 students) and the Acalanes Unified High School District recommends using a rate of 0.17 students for high school (0.17 x 658 units = 111.86 students).

[4] City of Walnut Creek. 2018. North Downtown Specific Plan Public Review Draft Environmental Impact Report: Chapter 10, Public Services and Recreation. June.

Transportation

Utilizing the guidance in CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to transportation would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Conflict with a program plan, ordinance, or policy of 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)?

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d) Result in inadequate emergency access?

As noted above, transportation impacts relate to the nature and scope of the proposed development as well as its location in proximity to major transportation corridors, public transit, and bicycle/pedestrian facilities.

Consistency with Program, Plan, Ordinance or Policy Addressing Circulation System

Under all three Scenarios, the proposed project would involve transit-oriented development across the entirety of the project site, which would be located in close proximity to existing and planned public transit, roadway, bicycle and pedestrian facilities. Moreover, under all three Scenarios, the proposed project would be required to adhere to and thus ensure consistency with all relevant laws, regulations, plans, and policies addressing the circulation system, including, among others, the provisions of appropriate and adequate roadway, transit, bicycle, and pedestrian improvements. Therefore, the relative impact of each of the Scenarios with respect to the circulation system would be substantially the same across all Scenarios because substantially the same improvements would be involved and all assume maximum development across the project site from an intensity/density perspective. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario." Therefore, impacts with respect to consistency with program, plan, ordinance, or policy addressing the circulation systems are evaluated assuming development of Scenario 3.

Roadway Safety Hazards and Emergency Access

The relative impact of each Scenario with respect to any potential roadway safety hazards and emergency access would be substantially the same across all Scenarios because the project site is already developed and would be accessed off the same streets as existing conditions regardless of the final design resulting in similar safety hazards across all Scenarios. In addition, because the proposed project would be located in the same location under all Scenarios; would involve the maximum development across the project site from an intensity/density perspective; and would be required to adhere to all applicable standards and requirements with respect to emergency access,

impacts in this regard would be substantially the same for all Scenarios. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the scenario that is most often the "reasonable worst-case scenario." Therefore, impacts with respect to roadway safety hazards and emergency access are evaluated assuming development of Scenario 3.

Vehicle Miles Traveled

With respect to VMT impacts, this relates to the nature and scope of the proposed uses as well as the location of the proposed development.

In October 2020, the City adopted VMT thresholds of significance and local criteria for analysis in Resolution No. 20-70 (Resolution).[5] The Resolution defines the following project types and metrics:

- **Residential**–Use the Home-based VMT per resident;
- **Employment** (e.g., office)–Use the Home-to-work "commute" VMT per employee;
- **Regional-serving** (e.g., retail)–Based on the Total VMT per service population;
- **Mixed-use projects**–Assess each component individually, or base it on the dominant use; and
- **Non-standard projects**–Analyze each component per the metrics above, such as for hospitals using VMT per employee the above metric for employees, and VMT for patients using the regional-serving metric above.

The Resolution then defines the following thresholds of significance regarding VMT:

- **Residential**–Home-based VMT is higher than 85 percent of the existing Countywide average;
- **Employment (e.g., office)**–Home-work VMT is higher than 85 percent of the existing nine-county Bay Area average;
- **Regional-serving (e.g., retail)**–VMT per service population is higher than 85 percent of the existing Countywide average;
- **Mixed-use projects**–Thresholds are per the component land uses above, or the dominant use; and
- **Non-standard projects**–Thresholds are per each component as measured against the above thresholds.

The Resolution defines a variety of screening thresholds; projects that meet such thresholds may be exempt from the requirement to include a VMT analysis, as the impact to VMT would be presumed to be less than significant. Such pre-screened projects include those fulfilling at least one of the following conditions. The conditions that are pertinent to the proposed project are bolded.

[5] City of Walnut Creek. 2020. Resolution No. 20-70: A Resolution of the City Council of the City of Walnut Creek Adoption "Vehicle Miles Traveled" Thresholds of Significance and Local Criteria for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act. October.

- Any project that is exempt from CEQA.
- Projects with less than 10,000 square feet of nonresidential space or 20 or fewer residential units, or otherwise generating less than 836 VMT per day.
- Retail uses smaller than 30,000 square feet and without a drive-through component.
- **Projects located within a transit priority area, which includes areas within 0.5-mile of a Bay Area Rapid Transit (BART) station. This exemption does not apply to projects that:**
  - **Have a FAR of less than 0.75;**
  - **Include parking in excess of City requirements;**
  - **Are not consistent with applicable Sustainable Communities Strategies (SCS),[6] or**
  - **Result in a net reduction of multi-family units.**
- **Residential projects within areas that have existing residential VMT more than 85 percent below the existing Countywide average, and employment projects within areas with employee VMT more than 85 percent below the existing regional average.**
- Residential projects that would provide 100 percent affordable housing.

The City's VMT analysis document, entitled "Citywide TDM Requirements"[7] includes VMT screening maps that show VMT per employee compared to the regional average, and VMT per resident compared to the Countywide average, including transportation analysis zones (TAZs) split into TAZs with 85 percent or less of the regional or Countywide average, between 85 and 100 percent of the average, and those that are above average VMT. The project site is split across TAZ 20205 and 20206, which are collectively bound by Parkside Drive, North Civic Drive, Ygnacio Valley Road, and North Main Street. Both TAZs are depicted as having VMT equal to or less than 85 percent of the regional or Countywide average for employees and residents, respectively. This means that Scenario 1 and Scenario 3 would be exempted (or screened out) from the need to conduct a detailed VMT analysis based on the screening for projects in areas with VMT 85 percent or less of the regional or Countywide average, as Scenario 1 and Scenario 3 consist entirely of residential and/or employment uses; accordingly, VMT impacts are presumed to be less than significant.

Because Scenario 2 includes a hotel use, additional consideration is required to determine whether such a scenario could be screened out under the threshold. The Citywide Transportation Demand Management (TDM) Requirements depict a half-mile radius around the Walnut Creek BART station. The Walnut Creek BART station radius covers the project site, which means that Scenario 2 would be exempt (or screened out), if the exceptions to the exemption, outlined (and bolded) above, do not apply. For Scenario 2, given the development parameters incorporated into the proposed project, the FAR would be at least 0.75 and no excess parking over what is required by the Municipal Code would be provided, which would be confirmed during project approval. Scenario 2 would also comply with Plan Bay Area 2050 (see Section 3.14, Transportation, for additional details) and would not result in a reduction of multi-family housing because no housing currently exists on-site.

[6] For the City of Walnut Creek, the relevant SCS document is the Plan Bay Area 2050, Association of Bay Area Governments and Metropolitan Transportation Commission, May 2021.
[7] City of Walnut Creek. 2021. Citywide TDM Requirements. October.

Therefore, because impacts to VMT would be presumed to be less than significant for Scenario 1, Scenario 2, and Scenario 3, impacts in this regard would be substantially the same for all Scenarios. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario." Therefore, this analysis is evaluated assuming development of Scenario 3. Therefore, impacts with respect VMT are evaluated assuming development of Scenario 3.

Utilities and Service Systems

Utilizing the guidance in CEQA Guidelines Appendix G Environmental Checklist, and as analyzed in the 2019 NDSP EIR, to determine whether the proposed project's impacts to utilities and service systems would be significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage facilities, 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 statutes and regulations related to solid waste?

As noted above, utilities and service systems impact relate to the scope and nature of the proposed development and the related demand generated therefrom.

Stormwater

Substantially similar on-site storm drainage facilities, which would consist of bioswales, inlets, underground piping, and basins, would be installed as part of stormwater infrastructure for all Scenarios and all Scenarios would be required to adhere to all applicable standards and requirements for purposes of stormwater improvements. The Conceptual Hydrology Analysis prepared by Kier and Wright on December 6, 2021, concluded that predevelopment peak runoff, approximately 20.42 cubic feet per second (cfs), would be reduced to a peak runoff rate of approximately 18.05 cfs under project conditions for all Scenarios.[8] Therefore, stormwater would be detained and released at a rate no greater than the predevelopment condition pursuant to applicable laws and regulations, which would ensure that the existing infrastructure could handle post-development flows. Given the

[8] Kier and Wright. 2021. Toyota Walnut Creek-Conceptual Hydrology Analysis. December 6.

location of existing stormwater infrastructure, it is anticipated that connections thereto would occur either on-site or within adjacent existing public right-of-way, and that the existing infrastructure would be able to accommodate the flow associated with the proposed project. Therefore, impacts in this regard would be substantially the same for all Scenarios. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario." Therefore, this impact is evaluated assuming development of Scenario 3.

Energy

All Scenarios would include an all-electric building design, and would be served with electricity service provided by both Marin Clean Energy (MCE) and Pacific Gas and Electric Company (PG&E). All Scenarios would be required to adhere to all applicable standards and requirements with respect to electric facilities and could be served be existing infrastructure. Therefore, impacts in this regard would be substantially the same for all Scenarios. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario." Therefore, this impact is evaluated assuming development of Scenario 3.

Telecommunications

There are existing telecommunications facilities located on the project site. Because the proposed project would be located in the same location under all Scenarios; would involve the maximum development across the project site from an intensity/density perspective; and would be required to adhere to all applicable standards and requirements with respect to telecommunications, the relative impact of each of the Scenarios with respect to the telecommunications would be substantially the same. Because Scenario 3 is assumed to result in the greatest impact for most of the environmental topics, to provide consistency in the analysis within the Draft SEIR, when a Scenario would result in substantially the same effects, this Draft SEIR evaluates impacts assuming development of Scenario 3, the Scenario that is most often the "reasonable worst-case scenario". Therefore, this impact is evaluated assuming development of Scenario 3.

Water, Sewer, and Solid Waste

Table 10 provides consumption/generation rates for water, sewer, and solid waste and provides a comparison of those rates for Scenarios 1, 2, and 3, respectively. As shown in Table 10, Scenario 3 would result in the highest water and sewer demand. Therefore, Scenario 3 would represent the reasonable worst-case scenario with respect to water and sewer.

With respect to solid waste, Table 11 shows the construction and demolition amounts associated with Scenarios 1, 2, and 3, respectively. As a conservative estimate, the total anticipated construction and demolition debris for each Scenario, has been added to the estimated first annual solid waste generation, for a total maximum solid waste generation of 61,429 cubic yards for Scenario 1, 60,715 cubic yards for Scenario 2, and 61,309 cubic yards for Scenarios and 3.

Therefore, though the waste generation for all three Scenarios is relatively similar, Scenario 1 is slightly higher and is therefore considered the reasonable worst-case scenario with respect to solid waste.

Table 10: Water, Sewer, and Solid Waste Generation Rates

Scenario	Residents Plus Net New Employees	Total Estimated Daily Water Demand (gallons)[1,2]	Total Estimated Daily Sewer Demand (gallons)[1,2]	Total Estimated Daily Solid Waste (ton)[2]	Total Estimated Annual Solid Waste (ton)[1,2]	Total Estimated Annual Solid Waste (Cubic Yard)[1,2]
1	2,207	9,106	9,106	5.19	1,893	2,650
2	1,255	78,294	78,294	2.95	1,078	1,507
3	1,750	119,806	119,806	4.11	1,501	2,101

Notes:
1. Rounded to the nearest whole number.
2. The existing uses were netted out.

Water Consumption Rates:
Water consumption rates are from the Water Supply Assessment prepared by Balance Hydrologics in April 2022 and approved by East Bay Municipal Utility District (EBMUD) on February 28, 2023.

Sewer Generation Rate:
It was conservatively assumed that all domestic water would ultimately be discharged to Central Sans wastewater system.

Solid Waste Generation Rate:
Pursuant to State Law Senate Bill 1016, Walnut Creek targets a disposal rate of 4.7 pounds per person per day.[9] The 2019 disposal rate for Walnut Creek was 4.0 pounds per person per day. Therefore, the Draft SEIR conservatively assumes a solid waste disposal rate of 4.7 pounds per person per day.

1 ton = 2,000 pounds

1 ton = 1.4 cubic yards

Sources:
Balance Hydrologics. 2022. Water Supply Assessment for Toyota Walnut Creek Mixed Use Special District Project. April.

Central Contra Costa County Solid Waste Authority (RecycleSmart). 2020. Annual Diversion Report for Calendar Year 2019: Agenda Item No. 4, Table 1. Website: https://www.recyclesmart.org/filebrowser/download/4900371. Accessed December 6, 2021.

Table 11: Construction and Demolition Debris

Scenario	Activity	Waste Generation Rate	Total Estimated Solid Waste Generation[2]			
			Square Feet	Pounds	Tons	Cubic Yards
1	Demolition	Demolition calculations are taken from the Demolition Debris Calculations sheet provided as part of Appendix C.	—	29,190,000	14,595[1]	54,056
	Construction	Residential 4.38 pounds/square feet	—	—	—	—

[9] Contra Costa County Solid Waste Authority (RecycleSmart). 2020. Annual Diversion Report for Calendar Year 2019: Agenda Item No. 4, Table 1. Website: https://www.recyclesmart.org/filebrowser/download/4900371. Accessed December 6, 2021.

Scenario	Activity	Waste Generation Rate	Total Estimated Solid Waste Generation[2]			
			Square Feet	Pounds	Tons	Cubic Yards
		Nonresidential: 3.89 pounds/square feet	655,588	2,550,237	1,275	4,723
			Total	**31,740,237**	**15,870**	**58,779**
2	Demolition	Demolition calculations are taken from the Demolition Debris Calculations sheet provided as part of Appendix C.	—	29,190,000	14,595[1]	54,056
	Construction	Residential 4.38 pounds/square feet	472,948	2,071,512	1,036	3,836
		Nonresidential: 3.89 pounds/square feet	182,640	710,470	355	1,316
			Total	**31,971,982**	**15,986**	**59,208**
3	Demolition	Demolition calculations are taken from the Demolition Debris Calculations sheet provided as part of Appendix C.	—	29,190,000	14,595[1]	54,056
	Construction	Residential 4.38 pounds/square feet	472,948	2,071,512	1,036	3,836
		Nonresidential: 3.89 pounds/square feet	182,640	710,470	355	1,316
			Total	**31,971,982**	**15,986**	**59,208**

Notes:
[1] Demolition calculations are taken from the Demolition Debris Calculations sheet provided as part of Appendix C.
[2] Numbers are rounded to the nearest whole number.
It was conservatively assumed that auto sales, service and ancillary uses and retail and office uses would fall under the nonresidential waste category and the multi-family residential and hotel uses would fall under the residential waste category for purposes of estimating construction and demolition solid waste because hotel units would produce construction debris most similar to residential units.
1 ton = 2,000 pounds
1 ton = 1.4 cubic yards
Sources:
United States Environmental Protection Agency (EPA) 1998.
FirstCarbon Solutions (FCS) 2022.