FIRSTCARBONSOLUTIONS™

DRAFT
Blue Wave Car Wash Project
Initial Study/Mitigated Negative Declaration
City of Pittsburg, Contra Costa County, California

Prepared for:
City of Pittsburg
Community Development Department
65 Civic Avenue
Pittsburg, CA 94565
925.252.4920

Contact: Celina Palmer, AICP, Associate Planner

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Mary Bean, Project Director
Lisa Davison, Project Manager

Report Date: August 10, 2022

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

List of Tables

List of Exhibits

ACRONYMS AND ABBREVIATIONS

µg/m^3	micrograms per cubic meter
°F	degrees Fahrenheit
°C	degrees Celsius (Centigrade)
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFY	acre-feet per year
AQP	Air Quality Plan
ASCE	American Society of Civil Engineers
ASF	age sensitivity factors
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BERD	California Built Environment Resource Directory
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CBC	California Building Standards Code
CCCFPD	Contra Costa County Fire Protection District
CCCTA	Contra County Transportation Authority
CCCWP	Contra Costa Clean Water Program
CCWD	Contra Costa Water District
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CO	carbon monoxide
CO_2	carbon dioxide

CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTF	Cleaner Technology and Fuels
CUP	Conditional Use Permit
CVP	Central Valley Project
DBR	daily breathing rates
Delta Diablo	Delta Diablo Sanitation District
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
EAS	Environmental Assessment Specialists, Inc.
EBRPD	East Bay Regional Park District
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
EV	electric vehicle
FAR	floor area ratio
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
HCP/NCCP	Habitat Conservation Plan and Natural Community Conservation Plan
HI	hazard index
HRA	Health Risk Assessment
IEC	International Electrotechnical Commission
IPaC	Information Planning and Consultation
IRP	Integrated Resource Plan
IS/MND	Initial Study/Mitigated Negative Declaration
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LED	light-emitting diode
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MCE	Marin Clean Energy
MDRR	Mt. Diablo Resources Recovery
MEI	maximally exposed individual
mgd	million gallons per day

MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
mph	miles per hour
MRP	Municipal Regional Stormwater Permit
MT	metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NFHL	National Flood Hazard Layer
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NSR	New Source Review
NWIC	Northwest Information Center
OEHHA	Office of Environmental Health Hazards Assessment
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM_{10}	particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$	particulate matter, including dust, 2.5 micrometers or less in diameter
ppm	parts per million
PPV	peak particle velocity
RCTS	Recycling Center and Transfer Station
REL	Reference Exposure Level
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SO_X	sulfur oxides
SR	State Route

SRA	State Responsibility Area
SSMP	Sewer System Management Plan
State Water Board	California State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TA	Transportation Analysis
TAC	toxic air contaminant
TCR	Tribal Cultural Resources
TPA	Transit Priority Area
UCMP	University of California Museum of Paleontology
UDA	Urban Development Area
ULL	Urban Land Limit
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WWTP	Wastewater Treatment Plant

SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) is to identify any potential environmental impacts that would result from implementation of the Blue Wave Car Wash Project (proposed project) in the City of Pittsburg, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Pittsburg has discretionary authority over the proposed project and is the lead agency in the preparation of this Draft IS/MND. This Draft IS/MND is intended to inform City decision-makers, responsible agencies, interested parties, and the general public of the proposed project and its potential environmental effects. This Draft IS/MND is also intended to provide the CEQA-required environmental documents for all City, local, and State approvals or permits that might be required to implement the proposed project.

The remainder of this section provides details regarding the project location, environmental setting, project description, and required discretionary approvals. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response. Section 3 contains the List of Preparers.

1.2 - Project Location

The project site is located at 1160 East Leland Road in the eastern portion of the City of Pittsburg, in northern Contra Costa County, California (Exhibit 1 and Exhibit 2). The approximately 1.36-acre site is located on the south side of East Leland Road, just west of Loveridge Road, on the *Antioch North, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map. The project site is located approximately 40 miles northeast of San Francisco and 63 miles southeast of Sacramento.

The City of Pittsburg is bound to the north by Suisun Bay, to the east by the City of Antioch, to the south by the City of Concord and unincorporated Contra Costa County, and to the west by Bay Point and Concord. Regional access is provided by Interstate 680 (I-680), State Route (SR) 160, and SR-4.

1.3 - Environmental Setting

The project site is located in the eastern portion of the City of Pittsburg in northern Contra Costa County, approximately 1.5 miles southeast of downtown Pittsburg. The project site is identified as Assessor's Parcel Number (APN) 088-230-028-8. The site is mostly vacant and undeveloped, with a fence around the western and southern site boundaries. The project site contains 1.22 acres of ruderal land cover and 0.14 acre of urban/developed land cover.

Project Site

The site is relatively flat and covered with ruderal grasses, two trees, and a paved driveway (Exhibit 3). According to the City of Pittsburg General Plan Land Use Map and Zoning Map (Exhibit 4), the site is designated Community Commercial[1] (Exhibit 4) and zoned Community Commercial [2] (Exhibit 5).

Surrounding Land Uses

The project site is surrounded by commercial and residential uses. Adjoining and nearby properties include the following:

North: Zoned Community Commercial and High-Density Residential; residential homes; fitness center; restaurant; and East Leland Road.

East: Zoned Community Commercial; gas station; convenience store; car wash; Loveridge Road; and commercial areas.

South: Zoned High-Density Residential; multi-family residential homes.

West: Zoned Community Commercial and High-Density Residential; dialysis center; and multi-family residential homes.

1.4 - Project Description

Blue Wave Express Car Wash and CEI Engineering (applicant) proposes to develop a Blue Wave Express Car Wash and self-service vacuum facility on an approximately 1.36-acre site (Exhibit 6). The proposed project would provide a total of 26 parking spaces and would include a 100-foot drive-through vehicle wash tunnel; three 12.5-foot drive-through pay lanes; three drive-through payment stations; 22 vacuum stalls (two Americans with Disabilities Act [ADA] accessible); and paved driveways. Paved surfaces would total 43,971 square feet. There would be a 10-foot setback along the north and south ends of the project site.

As shown in Exhibit 6, the drive-through vehicle wash tunnel would be located on the northern end of the site. The vehicle wash tunnel would have a floor area of 3,600 square feet. The building height would be 18-feet 4-inches but would include a 31-foot tower at the west side and a 25-foot 4-inch tower at the east side. The building exterior would consist of white aluminum panels, gray stucco accents, a black metal roof, and a blue cloth canopy.

Construction

The proposed project would require site grading, paving, and installation of various car wash facilities. The construction phases and approximate dates for their duration are outlined below:

[1] City of Pittsburg. 2011. City of Pittsburg General Plan. Figure 2-2 General Plan Diagram. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=4675. Accessed June 2, 2021.

[2] City of Pittsburg. 2010. City of Pittsburg Zoning. Website: https://cityofpittsburg.maps.arcgis.com/apps/webappviewer/index.html?id=54f347e4fe8b405ab2b93b922bcce89c. Accessed June 2, 2021.

- Site preparation (2 weeks): During this phase, the project site would be readied for construction, including removal of existing vegetation and two trees.
- Grading (4 weeks): During this phase, grading of the entire project site would occur.
- Construction (21 weeks): This phase includes construction of the drive-through vehicle wash tunnel, vacuum canopies, and associated facilities.
- Architectural Coating (4 weeks): This phase involves the application of architectural coatings, which would begin during building construction activities.
- Paving (4 weeks): This phase includes paving and striping of the parking areas and driveways, as well as construction of building setbacks, side yards, and signage.

For purposes of this analysis and the modeling of specific equipment types, the proposed project was anticipated to be constructed over a 10-month period, from February 2022 through December 2022.

Operations

The anticipated opening year for the project is 2022. The business operations at the site would consist of an automated car wash facility that would employ three to four people per shift and would operate during the hours of 7:00 a.m. to 8:00 p.m., 7 days per week, 363 days per year. Customers would wait for approximately 3 minutes between payment and commencement of the car wash. The car wash would take approximately 3 minutes and vacuuming would take approximately 10 minutes.

General Plan and Zoning

The City of Pittsburg General Plan establishes the basic goals of the City and provides a basis for land use decisions and development. According to the General Plan, lands zoned Community Commercial are intended to provide sites for retail shopping areas containing a wide variety of businesses, such as service stations, automobile sales and repair services.[3]

According to the City of Pittsburg Zoning Code, permitted land uses for lands zoned Community Commercial include small residential; some governmental and quasi-public uses such as cultural institutions and public safety facilities; artist studios; banking services; some types of eating and drinking establishments; some types of food and beverage sales; business, administrative, and medical offices; personal services; some printing and publishing services; some retail and wholesale sales; bed and breakfast inns, some accessory uses; and temporary uses such as personal property sales.

Automobile washing is not permitted under the Community Commercial zone.[4] The applicant is seeking approval of an overlay and a Conditional Use Permit (CUP) to allow for the proposed car wash facility.

[3] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision for the 21st Century. Chapter 2. Land Use. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=4674. Accessed June 2, 2021.

[4] City of Pittsburg. 2020. Pittsburg Municipal Code Title 18. Zoning. Website: https://www.codepublishing.com/CA/Pittsburg/html/Pittsburg18/Pittsburg18.html. Accessed June 2, 2021.

Site Access and Circulation

The proposed project would share an existing two-way driveway along the eastern boundary with the adjacent gas station and would also share an existing two-way driveway along the western boundary with the adjacent dialysis center (Exhibit 6).

Cars entering through the northeast driveway would turn right into the access drive, continue along the northern portion of the project site, and turn left along the western portion of the project site to access either the vacuum area or queueing area. Cars entering through the northwest driveway would either turn left into the vacuum stall area or continue to the existing access drive at the southwest portion of the project site, which would lead to the three-lane car wash queueing area. Cars would queue along the southern end of the project site, provide payment at the drive-through stations at southeast corner of the project site, and drive along the east end of the project site before turning into the drive-through vehicle wash tunnel (Exhibit 6).

Landscaping and Lighting

Project landscaping would include trees and shrubs along the northern, southern, and eastern boundaries. Trees and shrubs would also be planted throughout the queueing, vacuuming, and car wash area. The planted area at the southern end of the project site would also function as the site's bioretention area, to provide for stormwater treatment in accordance with C.3 requirements.

The proposed project would feature light-emitting diode (LED) lighting throughout the project site. Linear strip lights would be included along the entire vacuum area and the car wash entrance and exits would be illuminated by exterior sconce lights.

Utilities

The proposed project is located within the service areas of the following utility service providers:

Water: The proposed project would obtain water from the Contra Costa Water District (CCWD).[5]

Wastewater: The proposed project's wastewater would be treated by Delta Diablo Sanitation District (Delta Diablo).[6]

Solid Waste: Mt. Diablo Resource Recovery would provide solid waste services for the project site.[7]

Electricity: Pacific Gas and Electric Company (PG&E) would provide electricity to the project site.[8]

The existing on-site water line is eroded and contains asbestos. The eroded water line would be capped off and abandoned. As a result, the proposed project would require the construction of a new on-site water line, which would connect to the existing water line located under the median on East Leland Road.

[5] Contra Costa Water District (CCWD). Website: https://www.ccwater.com/. Accessed June 21, 2021.
[6] Delta Diablo Sanitation District (Delta Diablo). Home. Website: https://www.deltadiablo.org/. Accessed June 21, 2021.
[7] Mt. Diablo Resources Recovery (MDRR). Home. Website: https://mdrr.com/. Accessed June 3, 2021.
[8] Pacific Gas and Electric Company (PG&E). Website: https://www.pge.com/en_US/about-pge/about-pge.page. Accessed June 21, 2021.

1.5 - Required Discretionary Approvals

As mentioned previously, the City of Pittsburg has discretionary authority over the proposed project and is the CEQA lead agency for the preparation of this Draft IS/MND. In order to implement the proposed project, the City would need to grant the following permits/approvals:

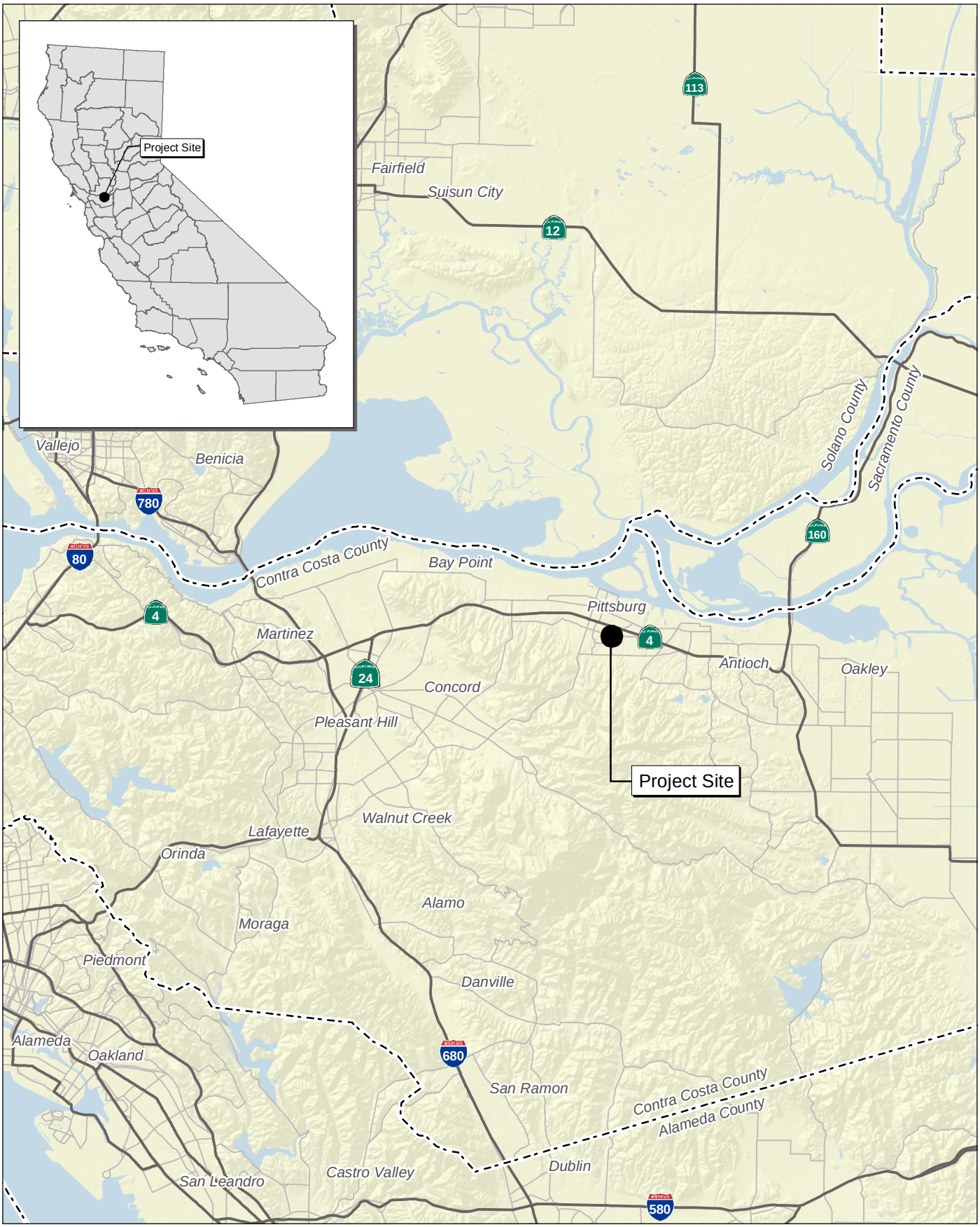
- Overlay zone
- Conditional Use Permit

1.6 - Public Review

This Draft IS/MND is being circulated for a minimum of 30 days to inform City decision-makers, responsible agencies, interested parties, and the general public of the proposed project and its potential environmental effects. Comments concerning the analysis contained in the Draft IS/MND should be sent to:

Celina Palmer, AICP, Associate Planner
Community and Economic Development Department
65 Civic Avenue
Pittsburg, CA 94565
Phone: 925.252.4920
Email: cpalmer@pittsburgca.gov

THIS PAGE INTENTIONALLY LEFT BLANK



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

FIRSTCARBON SOLUTIONS™

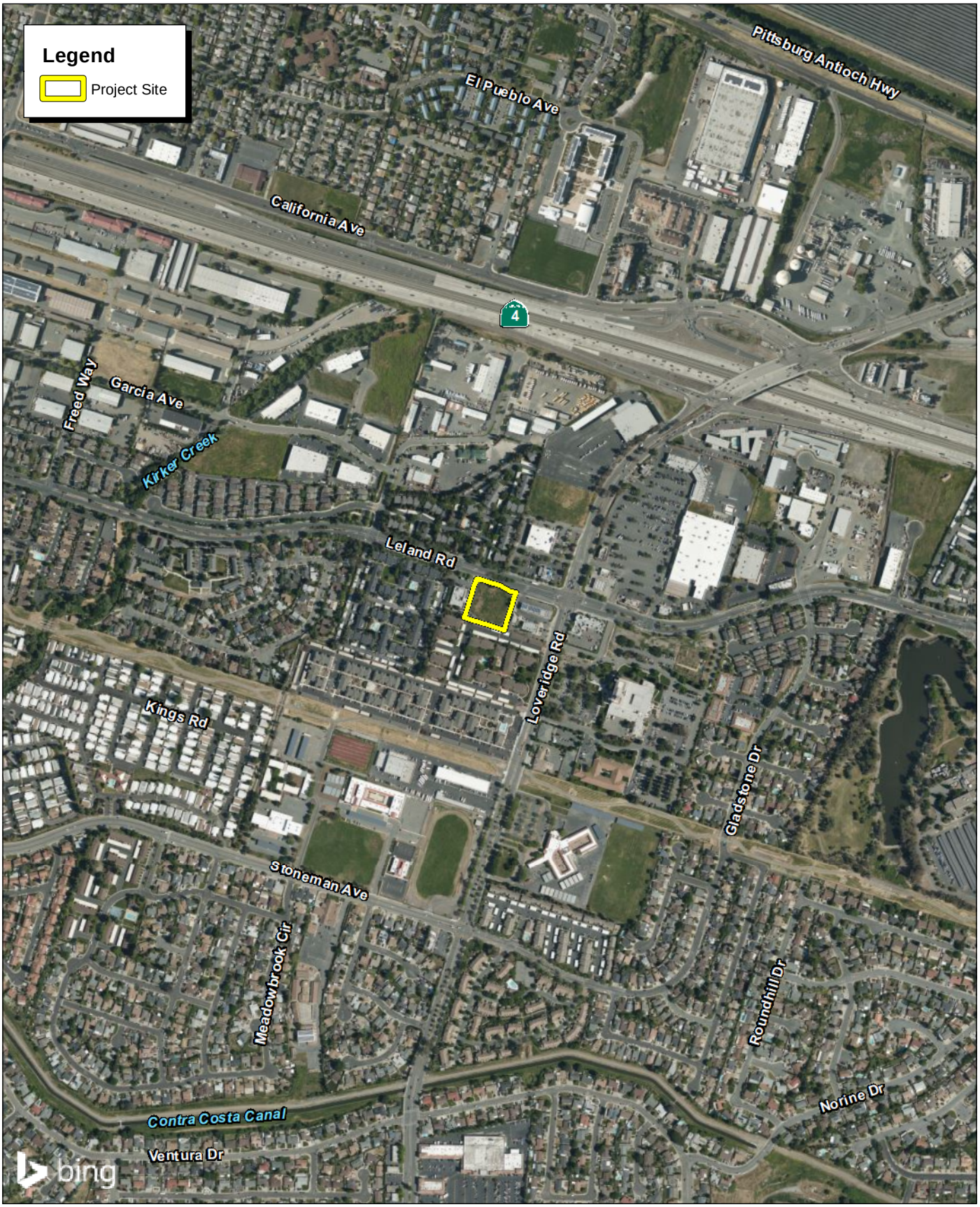
5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

37460003 • 06/2021 | 1_regional.mxd

CITY OF PITTSBURG
BLUE WAVE CAR WASH
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

THIS PAGE INTENTIONALLY LEFT BLANK



Source: bing Aerial Imagery.

FIRSTCARBON SOLUTIONS™

800 400 0 800
Feet

Exhibit 2
Local Vicinity Map

37460003 • 06/2021 | 2_local_vicinity.mxd

CITY OF PITTSBURG
BLUE WAVE CAR WASH
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

THIS PAGE INTENTIONALLY LEFT BLANK

Photograph 1: Looking south toward the project site (from Leland Road).

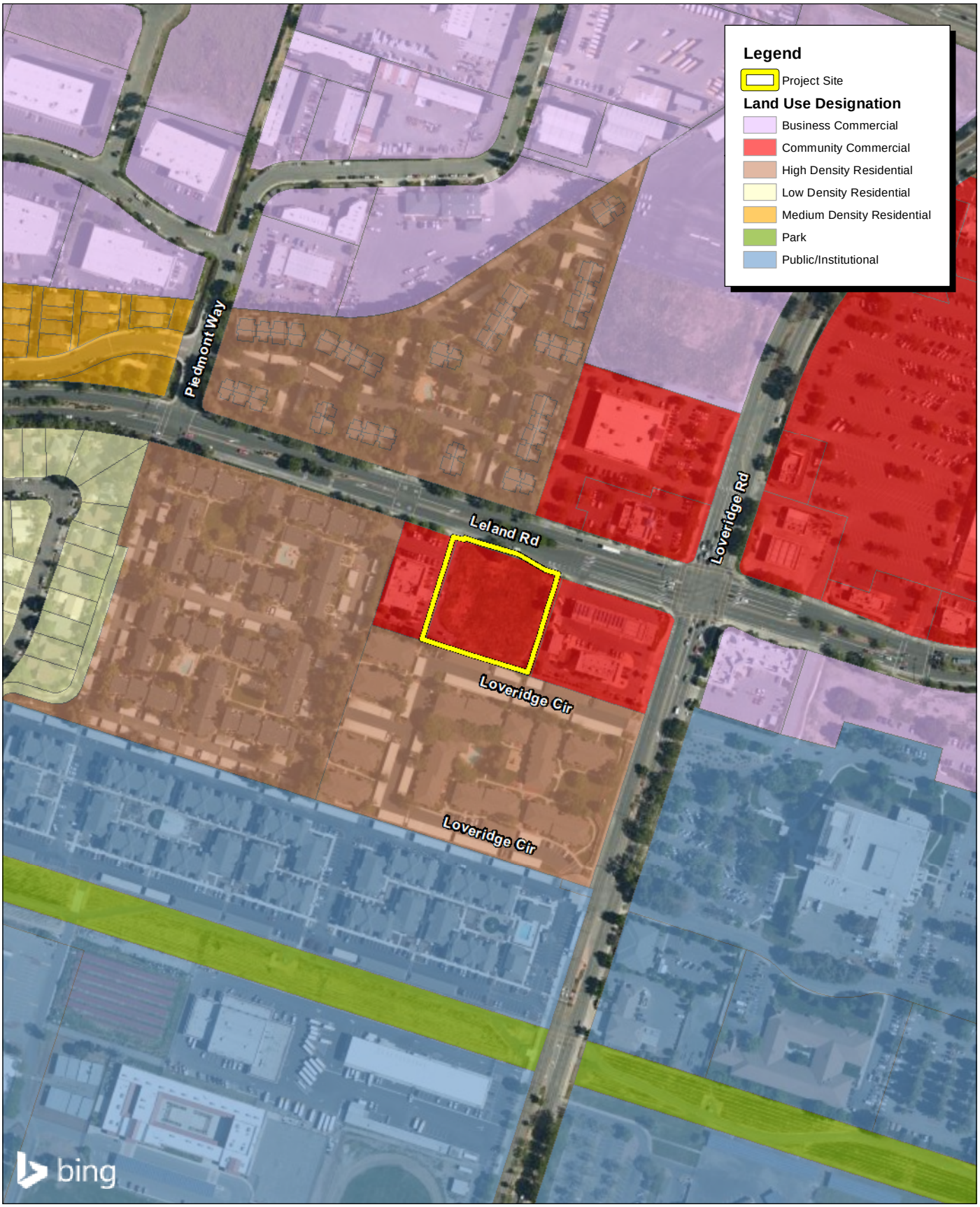
Photograph 2: Looking west toward the project site (from Leland Road).

Source: FirstCarbon Solutions, 2021.

FIRSTCARBON SOLUTIONS™

Exhibit 3
Project Site Photographs

THIS PAGE INTENTIONALLY LEFT BLANK



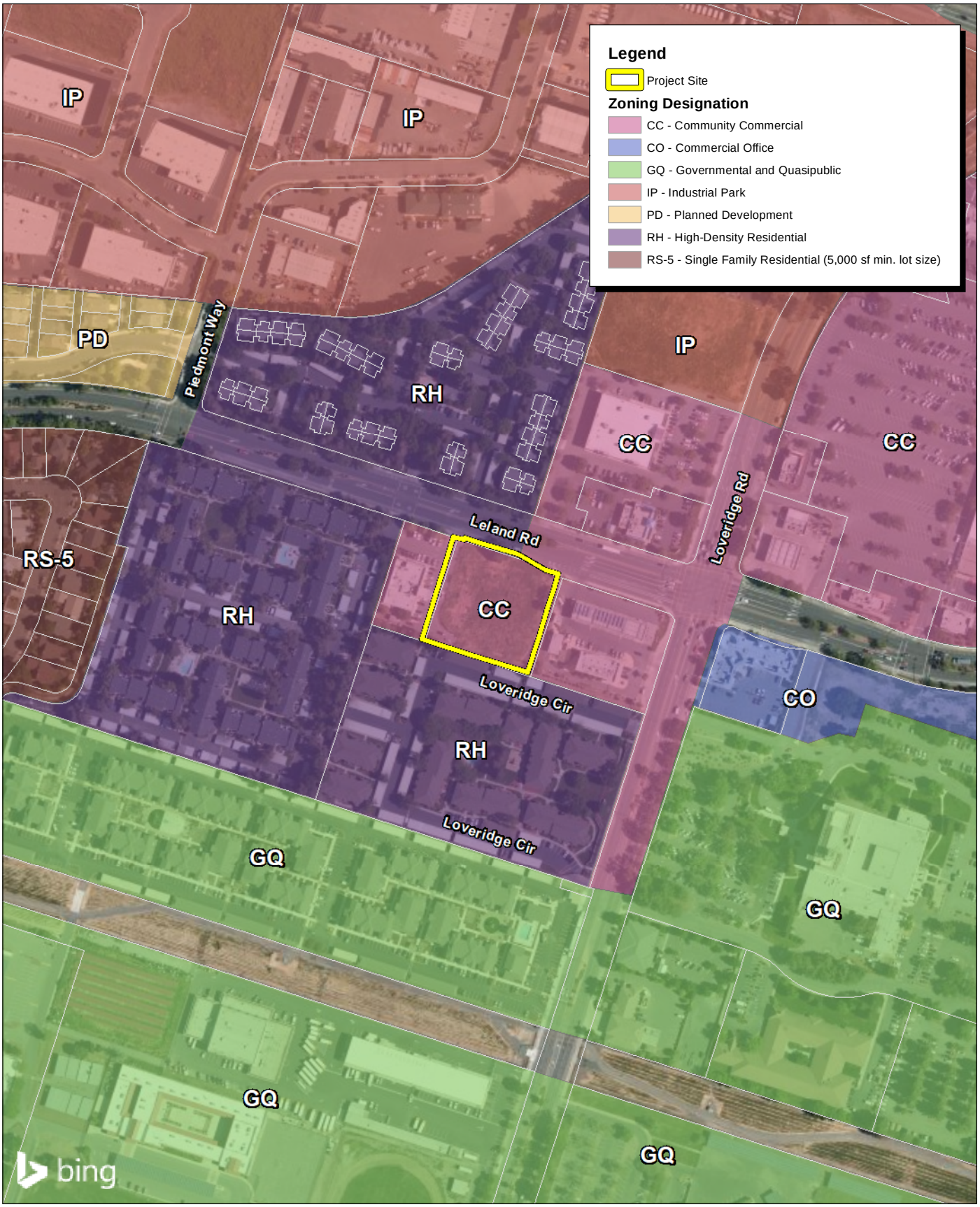
Source: bing Aerial Imagery. City of Pittsburg zoning data.

FIRSTCARBON SOLUTIONS™

300 150 0 300
Feet

Exhibit 4
Existing General Plan Land Use Designations

THIS PAGE INTENTIONALLY LEFT BLANK



Source: bing Aerial Imagery. City of Pittsburg zoning data.

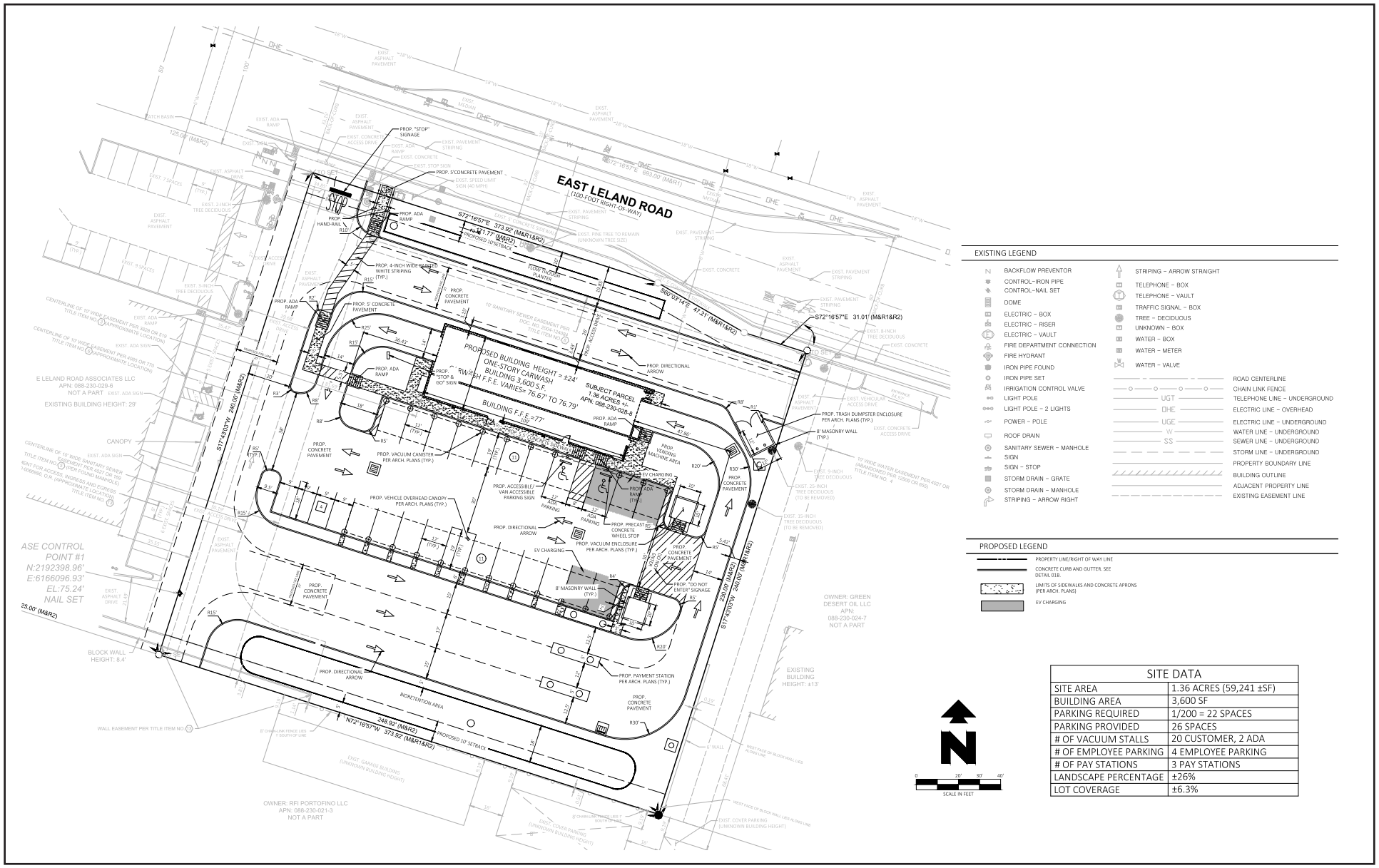
FIRSTCARBON SOLUTIONS™

300 150 0 300

Feet

Exhibit 5
Existing Zoning Designations

THIS PAGE INTENTIONALLY LEFT BLANK



SITE DATA	
SITE AREA	1.36 ACRES (59,241 ±SF)
BUILDING AREA	3,600 SF
PARKING REQUIRED	1/200 = 22 SPACES
PARKING PROVIDED	26 SPACES
# OF VACUUM STALLS	20 CUSTOMER, 2 ADA
# OF EMPLOYEE PARKING	4 EMPLOYEE PARKING
# OF PAY STATIONS	3 PAY STATIONS
LANDSCAPE PERCENTAGE	±26%
LOT COVERAGE	±6.3%

Source: CEI Engineering Associates, Inc., 7/8/2022.

FIRSTCARBON SOLUTIONS™

Exhibit 6
Site Plan

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this proposed project, involving at least one impact that is a "Potentially Significant Impact" 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/Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☒	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Services Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

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

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

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

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

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

Date: 8/11/22 Signed: Celina F. Palmer

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.1 Aesthetics *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 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 publicly accessible vantage point). If the proposed project is in an urbanized area, would the proposed 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?	☐	☐	☒	☐

Environmental Evaluation

Setting

The City's Planning Area contains a significant amount of open space, which is valuable as a visual resource. The East Bay Regional Park District (EBRPD) manages two regional preserves within the Planning Area: Browns Island Regional Shoreline and Black Diamond Mines Regional Preserve.

The topography of the southern portion of Pittsburg is such that relatively smaller ridgelines merge with larger ridgelines associated with Mt. Diablo. These larger ridgelines, designated as major ridgelines in the General Plan, are the highest and most visually prominent ridgelines along the southern skyline. General Plan Policies 9-P-4 and 9-P-6 prevent these major ridgelines from development to help preserve aesthetic value of the viewshed.[9]

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. There are no designated scenic vistas within the City of Pittsburg or within the project site and its vicinity. The General Plan does identify major ridgelines as visual

[9] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision of the 21st Century. Chapter 9: Resource Conservation. Website: https://www.pittsburgca.gov/home/showpublisheddocument/1391/637479142624630000. Accessed August 19, 2021.

resources, and these ridgelines are protected from development.[10] The project site is not located on or near a ridgeline.

The General Plan also characterizes the Browns Island Regional Shoreline and the Black Diamond Mines Regional preserve as valuable visual resources.[11] Browns Island Regional Shoreline is not visible from the project site. Black Diamond Mines Regional Preserve is approximately 1.21 miles south of the project site, and its ridgelines are partially visible from the project site, although they are largely obstructed by intervening development and by mature trees that block views of the ridgelines during most of the year. Construction of the single-story car wash would not result in a substantial, effect on a scenic vista. Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

No. impact. There are no designated State Scenic Highways near the project site. The nearest officially designated State Scenic Highway is a portion of I-680 near Walnut Creek, located approximately 13.16 miles southwest of the project site.[12]

SR-160 near Antioch, located 6.37 miles from the project site, is eligible for designation as a State scenic highway. The proposed project is not visible from either I-680 or SR-160. Therefore, the proposed project would not have the potential to damage any trees, rock outcroppings, or historic buildings visible from these roadways. Therefore, no impact would occur.

c) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. Degradation of visual character or quality means making substantial changes to the existing appearance of a site by constructing elements that are poorly designed or that conflict with the existing surroundings. The project site is undeveloped but is surrounded by commercial and residential buildings. Pursuant to the site's General Plan Land Use designation and zoning, it is intended to have a commercial use, and a car wash would be allowed upon approval of the CUP and overlay.

The car wash tunnel would be a 1-story building that is 31 feet at its highest point. The building exterior would consist of white aluminum panels, gray stucco accents, a black metal roof, and a blue cloth canopy, and neutral colors. Construction of the single-story car wash would be in keeping with the commercial use envisioned for the site by the General Plan and zoning, would be consistent with the existing 1- and 2-story developments in the vicinity, and would not degrade the existing visual character of the surrounding area. Impacts would be less than significant.

[10] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision of the 21st Century. Chapter 9: Resource Conservation. Website: https://www.pittsburgca.gov/home/showpublisheddocument/1391/637479142624630000. Accessed August 19, 2021.
[11] Ibid.
[12] California Department of Transportation (Caltrans). 2019. Scenic Highway System Lists. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 19, 2021.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. Excessive or inappropriately directed lighting can adversely affect nighttime views by reducing the ability to see the night sky and stars. Glare can be derived from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Light-sensitive land uses in the area may include the residential neighborhoods to the south of the site and East Leland Road.

The project site is currently undeveloped and does not contain existing sources of light and glare. The area surrounding the project site has existing sources of light and glare from headlights from vehicles traveling on East Leland, as well as from existing development such as the gas station location east of the project site, and streetlights. The proposed project would create new sources of light and glare from the project site. The proposed project would feature LED lighting throughout the project site. Linear strip lights would be included along the entire vacuum area and the car wash entrance and exits would be illuminated by exterior sconce lights. There would be two pole lights on the northern portion of the property site along East Leland Road.

The proposed lighting for the proposed project would be consistent with the site's zoning and the existing character of the surrounding commercial area. Additionally, the proposed project would comply with the City's Municipal Code, which requires that outdoor lighting for an off-street parking facility may not employ a light source that causes any direct illumination on an adjacent street or an adjacent lot in residential use.[13] Compliance with the Municipal Code would ensure that the proposed project does not adversely affect views in the area or in nearby light-sensitive uses. Additionally, the City would review the proposed project prior to implementation.

Furthermore, any cars entering the project site in the evening would add an additional source of light. However, the queueing lanes and vacuum stalls are located behind the drive-through vehicle wash tunnel. While car headlights would create additional light on-site, much of this light would be shielded from the public right-of-way by the drive-through vehicle wash tunnels. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation required.

[13] City of Pittsburg. Municipal Code Chapter 18.78.50.F Lighting. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg18/Pittsburg1878.html#18.78.050. Accessed June 22, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.2 Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural 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 nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Setting

The Farmland Mapping and Monitoring Program (FMMP) produces maps that display farmland in the City. There are no agricultural land or forested areas within or in the vicinity of the project site. The Department of Conservation Inventory Map confirms that the project site is classified as Urban and Built-Up Land.[14]

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No impact. According to the California Department of Conservation, the project site does not contain and is not adjacent to lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[15] The project site is currently vacant and does not contain agricultural or farmland uses. There are no farmlands as shown on the maps prepared pursuant to the FMMP within the City of Pittsburg. Since no agricultural or farmland uses exist on the site, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is undeveloped and does not contain agricultural uses. The project site is zoned CC. Therefore, the proposed project would not conflict with existing zoning for agricultural uses and the project site is not subject to a Williamson Act contract. Thus, no impact would occur.

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))?

No impact. The California Public Resources Code defines forestland 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 (Public Resources Code [PRC] § 12220). “Timberland” is defined as land that is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products (PRC § 4526). “Timberland production zone” is defined as an area that has been zoned and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses (PRC § 51104(g)).

The p24roject site is located in an area that is zoned for commercial uses and does not contain forestland as defined above. Therefore, the proposed project would not conflict with or cause

[14] California Department of Conservation. 2018. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed June 7, 2021.

[15] California Department of Conservation. 2016. Farmland Mapping and Monitoring Program: California Important Farmland Finder. Website: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed June 07, 2021.

rezoning of forestland, timberland, or timberland zoned Timberland Production and no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The project site does not contain nor is it adjacent to any forested land. Therefore, there would be no loss of forest land or conversion of forest land to non-forest use as a result of the proposed project. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

No impact. The proposed project is not located on or near land used for farmland or agriculture. Therefore, the proposed project would not result in changes to the existing environment that would result in the conversion of farmland to nonagricultural use or the conversion of forestland to non-forest use. Therefore, no impact would occur.

Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.3 Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. 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 nonattainment 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 or) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Setting

Air pollutants relevant to the CEQA checklist questions for Air Quality are briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and oxides of nitrogen (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Health effects can include, but are not limited to irritated respiratory system, reduced lung function, and aggravated chronic lung diseases.
- ROG, or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide (CO), carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably.
- Nitrogen dioxide (NO_2) forms quickly from NO_X emissions. Health effects from NO_2 can include the following: potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

- CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are a primary source of CO in the Contra Costa County region, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO depends on exposure and can include slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; or death.
- Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include SO_2 and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although SO_2 concentrations have been reduced to levels well below State and federal standards, further reductions are desirable because SO_2 is a precursor to sulfate and PM_{10}.
- Respirable Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours/days) can include the following: irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function; chronic bronchitis; changes in lung morphology; or death.
- Toxic air contaminants (TACs) refer to a diverse group of air pollutants that can affect human health but have not had ambient air quality standards established for them. Diesel particulate matter (DPM) is a toxic air contaminant that is emitted from construction equipment and diesel fueled vehicles and trucks. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

The project site is located in the San Francisco Bay Area Air Basin (Air Basin), where air quality is regulated by the Bay Area Air Quality Management District (BAAQMD). Where available, the significance criteria established or recommended by the BAAQMD were used to make determinations related to the CEQA Appendix G checklist's air quality impact questions. In accordance with CEQA Guidelines Section 15064.7 (Thresholds of Significance), the City exercises its

own discretion to use the significance thresholds in the BAAQMD CEQA thresholds based on substantial evidence contained in the BAAQMD's record for adoption of the thresholds (which is relied on and incorporated herein). Accordingly, the assessment of the proposed project's air quality impacts uses the thresholds and methodologies from the BAAQMD May 2017 CEQA Air Quality Guidelines to determine the potential impacts of the proposed project on the existing environment.[16] The significance thresholds used in this analysis are based on the BAAQMD standards and as set forth in Table 1 below. In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

Table 1: Thresholds of Significance

Pollutant	Construction Thresholds Average Daily Emissions	Operational Thresholds	
		Average Daily Emissions	Annual Average Emissions
Criteria Air Pollutants			
VOC (or ROG)	54 pounds/day	54 pounds/day	10 tons/year
NO_X	54 pounds/day	54 pounds/day	10 tons/year
PM_{10}	82 pounds/day	82 pounds/day	15 tons/year
$PM_{2.5}$	54 pounds/day	54 pounds/day	10 tons/year
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or Acute Hazard Index	1.0	1.0	
Incremental annual average $PM_{2.5}$	0.3 µg/m^3	0.3 µg/m^3	
Health Risks and Hazards for Sensitive Receptors (Cumulative from All Sources within 1,000-Foot Zone of Influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per 1 million		
Chronic Hazard Index	10.0		
Annual Average $PM_{2.5}$	0.8 µg/m^3		

[16] Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines. May. Website: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed February 22,2021.

Pollutant	Construction Thresholds Average Daily Emissions	Operational Thresholds	
		Average Daily Emissions	Annual Average Emissions

Notes:
$\mu g/m^3$ = micrograms per cubic meter
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$ = particulate matter, including dust, 2.5 micrometers or less in diameter
ppm = parts per million
ROG = reactive organic gases
VOC = volatile organic compounds
Source: Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines. May. Website: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed February 15, 2022.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact with mitigation incorporated. The project site is located in the Air Basin, where air quality is regulated by the BAAQMD. Attainment status for a pollutant is determined for the Air Basin based on standards set by the United States Environmental Protection Agency (EPA) or California Environmental Protection Agency (Cal/EPA) for federal and State, respectively. The Air Basin is designated nonattainment for 1-hour ozone (State), 8-hour ozone (State and federal), 24-hour PM_{10} (State), annual PM_{10} (State), annual $PM_{2.5}$ (State), and 24-hour $PM_{2.5}$ (federal).[17]

To address regional air quality standards, the BAAQMD has adopted several air quality policies and plans, the most recent of which is the 2017 Clean Air Plan.[18] The 2017 Clean Air Plan was adopted in April of 2017 and serves as the regional Air Quality Plan (AQP) for the Air Basin for attaining federal ambient air quality standards. The primary goals of the 2017 Clean Air Plan are to protect public health and protect the climate. The 2017 Clean Air Plan acknowledges that the BAAQMD's two stated goals of protection are closely related. As such, the 2017 Clean Air Plan identifies a wide range of control measures intended to decrease both criteria pollutants[19] and greenhouse gas (GHG) emissions.[20] In September 2010, the BAAQMD adopted their final Bay Area 2010 Clean Air Plan, which became the most recent ozone plan for the Air Basin. The 2010 Clean Air Plan identifies how the Air Basin would achieve compliance with the State 1-hour air quality standard for ozone, and how the region would reduce ozone transport from the Air Basin to other basins downwind. The

[17] Bay Area Air Quality Management District (BAAQMD). 2017. Air Quality Standards and Attainment Status. Last updated January 2017. Website: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status. Website: Accessed November 15, 2021.

[18] Bay Area Air Quality Management District (BAAQMD). 2017. Final 2017 Clean Air Plan. April 19. Website: http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans. Accessed November 15, 2021.

[19] The EPA has established National Ambient Air Quality Standards (NAAQS) for six of the most common air pollutants—carbon monoxide, lead, ground-level ozone, particulate matter, nitrogen dioxide, and sulfur dioxide—known as "criteria" air pollutants (or simply "criteria pollutants").

[20] A greenhouse gas is any gaseous compound in the atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. By increasing the heat in the atmosphere, greenhouse gases are responsible for the greenhouse effect, which ultimately leads to global warming.

2017 Clean Air Plan updates the BAAQMD 2010 Clean Air Plan, pursuant to air quality planning requirements defined in the California Health and Safety Code.

The 2017 Clean Air Plan also accounts for projections of population growth provided by the Association of Bay Area Governments (ABAG) and Vehicle Miles Traveled (VMT) provided by the Metropolitan Transportation Commission and identifies strategies to bring regional emissions into compliance with federal and State air quality standards. A project would conflict with or obstruct implementation of the 2017 Clean Air Plan if it would result in substantial new regional emissions not foreseen in the air quality planning process.

The BAAQMD does not provide a numerical threshold of significance for project-level consistency analysis with AQPs. Therefore, the following criteria shall be used for determining a project's consistency with the AQP.

- **Criterion 1:** Does the project support the primary goals of the AQP?
- **Criterion 2:** Does the project include applicable control measures from the AQP?
- **Criterion 3:** Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan, the current AQP to date, are to:

- Attain air quality standards;
- Reduce population exposure to unhealthy air and protecting public health in the Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

A measure for determining whether the proposed project supports the primary goals of the AQP is if the proposed project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs. The development of the AQP is based, in part, on the land use general plan determinations of the various cities and counties that constitute the Air Basin. The project site is designated Community Commercial by the General Plan. The Community Commercial designation is intended to provide sites for retail, shopping areas containing a wide variety of businesses, such as service stations, automobile sales and repair service.[21] The Zoning Ordinance designates the project site as Community Commercial. Uses allowed in the Community Commercial zone include small residential; some governmental and quasi-public uses such as cultural institutions and public safety facilities; artist studios; banking services; some types of eating and drinking establishments; some types of food and beverage sales; business, administrative, and medical offices; personal services; some printing and publishing services; some retail and wholesale sales; bed and breakfast inns, some accessory uses; and temporary uses such as personal property sales.

[21] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision for the 21st Century. Chapter 2. Land Use. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=4674. Accessed August 19, 2021.

Although automobile washing is not permitted under the Community Commercial zone, the applicant is seeking approval of an overlay and a CUP to allow for the proposed car wash facility. The proposed project, as designed, is consistent with the allowable building height, rear yard setback, and landscaping requirements. Additionally, the project applicant seeks approval for a 10-foot front yard setback, where the Community Commercial zone requires a 15-foot front yard setback.

The proposed overlay and CUP applications, if approved, would achieve project consistency with the Pittsburg Zoning Ordinance. However, as explained in Impact 2.11(b) Land Use and Planning, the proposed project itself entails approvals to achieve consistency, so the current inconsistency is an element of the proposed project itself, which then necessitates a legislative policy decision by the lead agency and does not signify a potential environmental effect. Additionally, the proposed project's use as a carwash would not present a significantly incompatible use with the surrounding uses because there are other commercial uses adjacent and near the project site. As described previously, surrounding uses include multi-family residences, a gas station, commercial uses, and a dialysis center.

Criterion 2

The 2017 Clean Air Plan contains 85 control measures aimed at reducing air pollutants and GHGs at the local, regional, and global levels. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2017 Clean Air Plan contains a number of control measures designed to protect the climate and promote mixed use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources. The 2017 Clean Air Plan also includes an account of the implementation status of control measures identified in the 2010 Clean Air Plan.

Table 2 lists the Clean Air Plan policies relevant to the proposed project and evaluates the project's consistency with the policies. As shown below, the proposed project would be consistent with applicable measures.

Table 2: Project Consistency with Applicable Clean Air Plan Control Measures

Control Measure	Project Consistency
Stationary Control Measures	
SS29: Asphaltic Concrete	**Consistent.** Paving activities associated with the proposed project would be required to utilize asphalt that does not exceed BAAQMD emission standards.
SS36: Particulate Matter from Trackout	**Consistent.** Mud and dirt that may be tracked out onto the nearby public roads during construction activities shall be removed promptly by the contractor based on BAAQMD's requirements. Mitigation Measure (MM) AIR-1, identified under Impact 3(b), would implement Best Management Practices (BMPs) recommended by the BAAQMD for particulate matter (PM) dust emissions during construction.

Control Measure	Project Consistency
SS38: Fugitive Dust	**Consistent.** Material stockpiling and trackout during grading activities shall utilize BMPs recommended by the BAAQMD to minimize the creation of fugitive PM dust. MM AIR-1, identified under Impact 3(b), would require the BMPs recommended by the BAAQMD for fugitive PM dust emissions to be implemented during construction.
Buildings Control Measures	
BL1: Green Buildings	**Consistent.** The proposed project would comply with the latest energy efficiency standards, California Green Building Standards Code (CALGreen), and would incorporate applicable energy efficiency features designed to reduce project energy consumption. Details related to applicable energy efficiency features are described in more detail in Impact 6, Energy.
BL2: Decarbonize Buildings	**Consistent.** The proposed project would comply with the latest energy efficiency standards (such as CALGreen) and incorporate applicable energy efficiency features designed to reduce project energy consumption.
BL4: Urban Heat Island Mitigation	**Consistent.** The proposed project would incorporate landscaping throughout the project site. The proposed project would provide landscaping in accordance with City standards that would serve to reduce the urban heat island effect and would include the planting of shade trees.
Energy Control Measures	
EN2: Decrease Energy Use	**Consistent.** The project applicant would be required to conform to the energy efficiency requirements of CALGreen, also known as Title 24, which was adopted in order to meet an Executive Order in the Green Building Initiative to improve the energy efficiency of buildings through aggressive standards. Specifically, new development must implement the requirements of the most recent Building Energy Efficiency Standards, which would be the Title 24 standards in effect when building permits are obtained. The 2019 Building Efficiency Standards went into effect on January 1, 2020.
Natural and Working Lands Control Measures	
NW2: Urban Tree Planting	**Consistent.** The proposed project would incorporate landscaping throughout the project site. The proposed project would provide landscaping in accordance with City standards that would serve to reduce the urban heat island effect and would include the planting of shade trees.

Control Measure	Project Consistency
Source of control measures: Bay Area Air Quality Management District (BAAQMD). 2017. Final 2017 Clean Air Plan. April 19. Website: http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans. Accessed November 2021.	

In summary, the proposed project would not conflict with any applicable measures under the 2017 Clean Air Plan after the implementation of Mitigation Measure (MM) AIR-1 (described in more detail in Impact 3(b)); therefore, the proposed project would be consistent with Criterion 2 after incorporation of mitigation.

Criterion 3

The proposed project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. As shown in Table 2 above, the proposed project would incorporate several AQP control measures as project design features. Therefore, the proposed project would not disrupt or hinder implementation of any AQP control measures and is consistent with Criterion 3.

Summary

The proposed project would be consistent with all three criteria after the incorporation of MM AIR-1. Thus, the proposed project would not conflict with the 2017 Clean Air Plan. Therefore, impacts associated with conflicting with or obstructing implementation of the 2017 Clean Air Plan would be less than significant with mitigation.

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?

Less than significant impact with mitigation incorporated. This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. As discussed in Impact 3(a), the region is designated nonattainment for the federal and State ozone standards, the State PM_{10} standards, and the federal and State $PM_{2.5}$ standards. Potential impacts would result in exceedances of State or federal standards for NO_X or particulate matter (PM_{10} and $PM_{2.5}$). ROG emissions must also be evaluated because of their participation in the formation of airborne ozone.

By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the Air Basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the Air Basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the proposed project's incremental effects would be cumulatively considerable. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the proposed project would result in regional emissions that exceed the BAAQMD regional thresholds of significance for construction and operations on a project level. The thresholds of significance represent the allowable amount of emissions each project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the BAAQMD thresholds of significance on the project level would also not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

The proposed project's construction and operational emissions, which include both on- and off-site emissions, are evaluated separately below. Construction and operational emissions generated by the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. A detailed description of the assumptions used to estimate emissions and the complete CalEEMod output files are contained in Appendix A.

Construction Emissions

During construction, site grading and other earthmoving activities would generate fugitive dust (PM_{10} and $PM_{2.5}$). The majority of this fugitive PM dust would remain localized and be deposited near the project site. However, given the earthmoving activities associated with the proposed project and construction activities in general, there is a potential for impacts related to fugitive PM dust unless control measures are implemented to reduce the emissions from this source. Operation of the off-road construction equipment and on-road vehicle trips would also generate exhaust-related criteria air pollutant emissions as discussed in more detail below.

Construction Fugitive Dust PM_{10} and $PM_{2.5}$

The BAAQMD does not recommend a numerical threshold for fugitive PM dust. Instead, the BAAQMD bases the determination of significance for fugitive PM dust on a consideration of the control measures to be implemented. If all appropriate emission control measures recommended by the BAAQMD are implemented for a project, then fugitive PM dust emissions during construction are considered to be properly mitigated and thus less than significant. During construction activities, the air pollution control measures, as outlined in MM AIR-1, shall be implemented to reduce fugitive PM dust during construction of the proposed project. With incorporation of this mitigation measure, short-term construction impacts associated with the generation of fugitive PM dust would be less than significant.

Construction Air Pollutant Emissions: ROG, NO_X, Exhaust PM_{10}, and Exhaust $PM_{2.5}$

As previously discussed, CalEEMod Version 2020.4.0 was used to estimate the proposed project's construction emissions. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the BAAQMD for estimating project emissions. Estimated construction emissions are compared with

the applicable thresholds of significance established by the BAAQMD to assess ROG, NO_X, exhaust PM_{10}, and exhaust $PM_{2.5}$ construction emissions to determine significance for this criterion.

For the purpose of this analysis, and the types of equipment modeled, construction of the proposed project was assumed to begin in February 2022 and conclude in December 2022. The proposed project is anticipated to be built in one phase, with earthmoving activities occurring for the entire site. If the construction schedule is delayed and starts later than February 2022, construction emissions would likely decrease because of improvements in emissions and equipment technology, more stringent regulatory requirements, and turnover of older equipment from the fleet. The assumed construction schedule is provided in Table 3.

Table 3: Conceptual Construction Schedule

Construction Activity	Conceptual Construction Schedule		Working Days Per Week	Total Working Days
	Start Date	End Date		
Site Preparation	2/1/2022	7/4/2022	5	110
Grading	2/1/2022	2/21/2022	5	15
Building Construction	5/27/2022	12/29/2022	5	155
Paving	4/4/2022	4/22/2022	5	15
Architectural Coating	8/8/2022	8/19/2022	5	10
Source: Appendix A.				

The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required by CEQA Guidelines. Complete construction assumptions are included in Appendix A.

The calculations of pollutant emissions from the construction equipment account for the type of equipment, horsepower, and load factors of the equipment, along with the duration of use. Average daily construction emissions are compared with the significance thresholds in Table 4.

Table 4: Average Daily Construction Emissions (Unmitigated)

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Construction Emissions—2022 (tons/year)	0.20	1.51	0.06	0.06
Total Construction Emissions (tons/year)	0.20	1.51	0.06	0.06
Total Emissions (tons/year)	0.20	1.51	0.06	0.06
Total Emissions (lbs/year)	405	3,025	119	113

Parameter	Air Pollutants			
	ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Average Daily Emissions (lbs/day)[1]	**1.70**	**12.71**	**0.50**	**0.47**
Significance Threshold (lbs/day)	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
lbs = pounds
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
ROG = reactive organic gases
[1] Calculated by dividing the total number of pounds by the total 238 working days of construction for the duration of construction (February 2022 to December 2022).

Calculations use unrounded totals. Totals may not sum due to rounding.

Source of thresholds: Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines. May. Website: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed November 2021.

Source of emissions: CalEEMod Output (see Appendix A).

As shown in Table 4, the construction emissions from all construction activities are below the recommended thresholds of significance; therefore, construction of the proposed project would have a less than significant impact with respect to emissions of ROG, NO_X, exhaust PM_{10}, and exhaust $PM_{2.5}$. As previously discussed, the proposed project would implement MM AIR-1, which includes Best Management Practices (BMPs) recommended by the BAAQMD, to reduce potential impacts related to fugitive PM dust emissions from use of the construction equipment. Therefore, project construction would have a less than significant cumulative impact after implementation of mitigation.

Operational Emissions

Operational Air Pollutant Emissions: ROG, NO_X, PM_{10}, $PM_{2.5}$

As previously discussed, the pollutants of concern include ROG, NO_X, PM_{10}, and $PM_{2.5}$. The proposed project's operational emissions for the respective pollutants were calculated using CalEEMod Version 2020.4.0. Operational emissions were estimated for the year 2023, which is the earliest year when the proposed project would operate. The proposed project's long-term operational emissions were compared with the BAAQMD's operational thresholds of significance to evaluate potential impacts. The estimated annual emissions from project operations are presented in daily emissions are presented in Table 5 and maximum daily emissions are presented in Table 6.

Table 5: Annual Operational Emissions (Unmitigated)

Emissions Source	Tons per Year			
	ROG	NO_X	PM_{10} (total)	$PM_{2.5}$ (total)
Area	0.02	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00

Emissions Source	Tons per Year			
	ROG	NO_X	PM_{10} (total)	$PM_{2.5}$ (total)
Mobile (Motor Vehicles)	0.27	0.30	0.50	0.14
Estimated Annual Emissions	***0.29***	***0.30***	***0.50***	***0.14***
Thresholds of Significance	**10**	**10**	**15**	**10**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
Calculations use unrounded totals. Totals may not sum due to rounding.
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
ROG = reactive organic gases
Source: CalEEMod output (see Appendix A).

Table 6: Maximum Daily Operational Emissions (Unmitigated)

Emissions Source	Pounds per Day			
	ROG	NO_X	PM_{10} (total)	$PM_{2.5}$ (total)
Area	0.11	0.00	0.00	0.00
Energy	0.00	0.03	0.00	0.00
Mobile (Motor Vehicles)	3.05	3.10	5.10	1.38
Estimated Daily Emissions	**3.05**	**3.10**	**5.10**	**1.38**
Thresholds of Significance	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
Calculations use unrounded totals. Totals may not sum due to rounding.
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
ROG = reactive organic gases
The highest daily project emissions occurred in the winter run for NO_X, PM_{10}, and $PM_{2.5}$. The highest ROG emissions occurred in the summer run.
Calculations use unrounded results.
Source: CalEEMod output (see Appendix A).

As shown in Table 5 and Table 6, the proposed project would not result in operational-related air pollutants or precursors that would exceed the BAAQMD's thresholds of significance, indicating that ongoing project operations would not be considered to have the potential to generate a significant quantity of air pollutants. Therefore, project operations would have a less than significant cumulative impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact with mitigation incorporated. This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. A sensitive receptor is defined by the BAAQMD as the following: "[f]acilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas." Existing sensitive receptors located closest to the project site in each direction are listed below.

- Existing multi-family apartments located directly south from the project site. The closest residence is located on Loveridge Circle, approximately 80 feet to the south.
- Existing Dialysis clinic located directly adjacent to the west of project site's western boundary; approximately 50 feet west of the project site.
- A multi-family apartment located approximately 130 feet north of the project site across East Leland Road.

As a carwash project, the proposed project itself would not be considered a sensitive receptor once operational.

Construction

Construction Fugitive Dust

Construction activities associated with development of the proposed project would include site preparation, grading, building construction, paving, and architectural coating. Generally, the most substantial air pollutant emissions would be dust generated from site grading. If uncontrolled, these emissions could lead to both health and nuisance impacts. Construction activities would also temporarily create emissions of equipment exhaust and other air contaminants.

The BAAQMD does not recommend a numerical threshold for fugitive, dust-related PM emissions. Instead, the BAAQMD bases the determination of significance for fugitive dust on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by the BAAQMD are implemented, then fugitive dust emissions during construction are not considered significant. MM AIR-1 includes the fugitive dust control measures recommended by the BAAQMD, thereby reducing this impact to less than significant.

Asbestos

Structures to be demolished sometimes include asbestos-containing materials (ACM); however, no demolition is proposed at part of the proposed project.

Projects that would include soil disturbance in an area known to include rock formations containing naturally occurring asbestos would have the potential to expose receptors to asbestos if uncontrolled. The Department of Conservation, Division of Mines and Geology published a guide for generally identifying areas that are likely to contain naturally occurring asbestos. The map associated with this guide indicates that there are several locations within Contra Costa County that are likely to

contain naturally occurring asbestos.[22] However, a review of the map containing areas more likely to have rock formations containing naturally occurring asbestos in California indicates that there is no asbestos in the immediate project area.[23] Therefore, it can be reasonably concluded that the proposed project would not expose sensitive receptors to naturally occurring asbestos. Impacts would be less than significant.

Construction Diesel Particulate Matter

The ARB has identified DPM as a carcinogenic air contaminant. Major sources of DPM include off-road construction equipment and heavy-duty delivery truck and worker activities. Rather than using a qualitative analysis to evaluate the proposed project's impacts, a Health Risk Assessment (HRA) was prepared to assess the potential impact of the proposed project's TAC emissions to public health consistent with current recommended methodology.

A HRA is a guide that helps to determine whether current or future exposures to a chemical or substance in the environment could affect the health of a population. In general, risk depends on the following factors:

- Identity of the TACs that may be present in the air;
- Estimate of the amount of TACs released from all sources, or the source of particular concern, using air samples or emission models;
- Estimate of the concentrations of TACs in the air in the geographic area of concern by using dispersion models with information about emissions, source locations, weather, and other factors; and
- Estimate of the exposure levels and consequential health risks to the people exposed to different concentrations of TACs at different geographic locations.

The BAAQMD has defined health risk significance thresholds as shown in Table 1, above. These thresholds identified "excess cancer risk" to the public and the non-cancerous "chronic hazard" from exposures to TACs. "Excess cancer" risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a period of several years. The City, in its discretion, has decided to utilize these thresholds in this analysis. "Chronic hazard" risk represents effects that may result from long-term exposure to a hazardous material and can include organ or systemic damage.

Estimation of Construction DPM Emissions

For construction, the principal TAC emission analyzed in this assessment was DPM from the operation of off-road equipment and diesel-powered delivery, as well as worker commute vehicles during construction. For purposes of this analysis, DPM is represented as exhaust emissions of $PM_{2.5}$

[22] Department of Conservation, Division of Mines and Geology. 2000. A General Location Guide for Ultramafic Rocks in California—Areas More likely to Contain Naturally Occurring Asbestos. August. Website: http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/asbestos. Accessed November 2021.

[23] United States Geological Survey (USGS). 2011. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Website: https://pubs.usgs.gov/of/2011/1188/. Accessed November 2021.

for on-site equipment and total emissions of $PM_{2.5}$ from mobile source emissions. The use of $PM_{2.5}$ as a proxy for DPM emissions is in accordance with guidance from the BAAQMD.

Project construction would occur for approximately 10 months. In assessing construction impacts, the construction DPM emissions are assumed to be distributed over the entire project area affected by construction activity with a working schedule of 8 hours per day and 5 days per week.

Construction DPM emissions (as $PM_{2.5}$) were estimated using CalEEMod (Version 2020.4.0).

Estimation of Excess Cancer Risks

The BAAQMD has developed a set of guidelines for estimating cancer risks that provide adjustment factors that emphasize the increased sensitivities and susceptibility of sensitive receptors, particularly young children, to exposures to TACs.[24] These adjustment factors include age sensitivity weighting factors, age-specific daily breathing rates, and age-specific time at home factors. The recommended method for the estimation of cancer risk is shown in the equations below, with the cancer risk adjustment factors provided in Table 8 for several types of sensitive/residential receptors (infant, child, and adult). The City, in its discretion, has decided to utilize these thresholds in this analysis.

$$\text{Cancer Risk} = C_{DPM} \times \text{Inhalation Exposure Factor} \quad \text{(EQ-1)}$$

Where:

Cancer Risk = Total individual excess cancer risk defined as the cancer risk a hypothetical individual faces if exposed to carcinogenic emissions from a particular source for specified exposure durations; this risk is defined as an excess risk because it is above and beyond the background cancer risk to the population; cancer risk is expressed in terms of risk per million exposed individuals.

C_{DPM} = Period average DPM air concentration calculated from the air dispersion model in $\mu g/m^3$

Inhalation is the most important exposure pathway to impact human health from DPM and the inhalation exposure factor is defined as follows:

$$\text{Inhalation Exposure Factor} = CPF \times EF \times ED \times DBR \times AAF/AT \quad \text{(EQ-2)}$$

Where:

CPF = Inhalation cancer potency factor for the TAC: 1.1 $(mg/kg\text{-}day)^{-1}$ for DPM
EF = Exposure frequency (days/year)
ED = Exposure duration (years of construction)

[24] Bay Area Air Quality Management District (BAAQMD). 2016. Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines. Website: http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en.

AAF = set of age-specific adjustment factors that include age sensitivity factors (ASF), daily breathing rates (DBR), and time at home factors (TAH)—see Table 7
AT = Averaging time period over which exposure is averaged (days)

The California Office of Environmental Health Hazards Assessment (OEHHA) recommended values for the various cancer risk parameters shown in EQ 2, above, are provided in Table 7

Table 7: Exposure Assumptions for Cancer Risk

Receptor Type	Exposure Frequency		Exposure Duration (years)[2]	Age Sensitivity Factors	Time at Home Factor (%)	Daily Breathing Rate[1] (l/kg-day)
	Hours/day	Days/year				
Sensitive/Residential—Infant						
Third Trimester	24	350	0.25	10	1	361
0–2 years	24	350	0.66	10	1	1,090
Sensitive Receptor—Child						
3–16 years	24	350	0.91	3	1	572
Sensitive Receptor—Adult						
> 16 to 30 years	24	350	0.91	1	73	261

Notes:
l/kg-day = liters per kilogram body weight per day
[1] The daily breathing rates recommended by BAAQMD for sensitive/residential receptors assume the 95th percentile breathing rates for all individuals less than 2 years of age and 80th percentile breathing rates for all older individuals.
[2] The actual duration of the exposure is 31 months, the duration of the construction.
Source: Bay Area Air Quality Management District (BAAQMD) 2016. Air Toxics New Source Review (NSR) Program Health Risk Assessment (HRA) Guidelines. Website: http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en.

Estimation of Non-Cancerous Chronic Hazards

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor concentration of each chemical compound with the appropriate Reference Exposure Level (REL). Available RELs promulgated by the OEHHA were considered in the assessment.

Risk characterization for non-cancer health hazards from TACs is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of the proposed project's emissions to a concentration considered acceptable to public health professionals, termed the REL.

To quantify non-carcinogenic impacts, the HI approach was used.

$$HI = C_{ann}/REL \quad \text{(EQ-3)}$$

Where:

HI = chronic hazard index

C_{ann} = annual average concentration of TAC as derived from the air dispersion model ($\mu g/m^3$)
REL = reference exposure level above which a significant impact is assumed to occur ($\mu g/m^3$)

The HI assumes that chronic exposures to TACs adversely affect a specific organ or organ system (toxicological endpoint) of the body. For each discrete chemical exposure, target organs presented in regulatory guidance were used. To calculate the HI, each chemical concentration or dose is divided by the appropriate toxicity REL. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds 1, a health hazard is presumed to exist. For purposes of this assessment, the TAC of concern is DPM, for which the OEHHA has defined a REL for DPM of 5 $\mu g/m^3$. The principal toxicological endpoint assumed in this assessment was through inhalation.

Estimation of Health Risks and Hazards from Project Construction

As previously discussed, construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road, heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. Table 8 presents a summary of the proposed project's construction cancer risk, chronic non-cancer hazard, and annual $PM_{2.5}$ concentration impacts at the maximally exposed individual (MEI) prior to the application of any equipment mitigation. As discussed in Air Impact 2, MM AIR-1 would be required to reduce fugitive dust emissions during construction. Annual $PM_{2.5}$ emissions were estimated assuming compliance with MM AIR-1. It should be noted that inclusion of MM AIR-1 only reduces $PM_{2.5}$ total and not $PM_{2.5}$ exhaust.

Table 8: Estimated Health Risks and Hazards during Project Construction—Unmitigated

Impact Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Risks and Hazards at the MEI: Infant	12.7	0.02	0.10
Risks and Hazards at the MEI: Child	1.8	0.02	0.10
Risks and Hazards at the MEI: Adult	0.3	0.02	0.10
BAAQMD Thresholds of Significance	**10**	**1**	**0.30**
Exceeds Individual Source Threshold?	**Yes**	**No**	**No**

Notes:
BAAQMD = Bay Area Air Quality Management District
DPM = diesel particulate matter
MEI = maximally exposed individual
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
$\mu g/m^3$ = micrograms per cubic meter
[1] Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the REL of 5 $\mu g/m^3$.
Source: Appendix A.

As noted in Table 8, one of the three applicable impact scenarios would exceed the BAAQMD cancer risk threshold during construction prior to the application of mitigation beyond that required by MM AIR-1. Specifically, the cancer risk from construction of the proposed project would exceed the

applicable cancer risk significance threshold at the MEI for the infant scenario. This would represent a potentially significant construction TACs health risk exposure impact. Note that the proposed project's construction emissions would not exceed the BAAQMD's chronic non-cancer hazard index significance threshold or annual $PM_{2.5}$ concentration threshold.

MM AIR-2 requires that the applicant provide documentation to the City of Pittsburg showing that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier 4 off-road emissions standards. Table 9 shows the health risks and non-cancer hazard index for construction of the proposed project with implementation of Tier 4 mitigation, as required by MM AIR-2.

Table 9: Estimated Health Risks and Hazards during Project Construction—Mitigated

Impact Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Risks and Hazards at the MEI: Infant	4.6	0.01	0.04
Risks and Hazards at the MEI: Child	0.9	0.01	0.04
Risks and Hazards at the MEI: Adult	0.1	0.01	0.04
BAAQMD Thresholds of Significance	**10**	**1**	**0.30**
Exceeds Individual Source Threshold?	**No**	**No**	**No**

Notes:
BAAQMD = Bay Area Air Quality Management District
DPM = diesel particulate matter
MEI = maximally exposed individual
$PM_{2.5}$ = particulate matter, including dust, 2.5 micrometers or less in diameter
REL = Reference Exposure Level
$\mu g/m^3$ = micrograms per cubic meter
[1] Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the REL of 5 $\mu g/m^3$.
Source: Appendix A.

As noted in Table 9, the proposed project's construction emissions would not exceed any applicable BAAQMD significance threshold after the incorporation of MM AIR-1 and MM AIR-2; therefore, project-related emissions would not result in significant health impacts to nearby sensitive receptors during construction. The potential health hazards resulting from construction-related DPM exposure would be less than significant with incorporation of mitigation.

Operation

Project-Specific Operational Toxic Air Pollutants

The proposed project is a carwash development that would not have on-site sources of TACs during operation. As described in the W-Trans Transportation Analysis, the proposed project is estimated to generate 110 weekend peak-hour trips, including 55 inbound trips and 55 outbound trips during the weekend peak-hour.[25] After extrapolating the peak-hour rates for Saturday and weekdays, it was

[25] W-Trans. 2021. Focused Transportation for the Bluewave Carwash Express Project. July 28.

estimated that the proposed project would generate a rate of 420 trips per day for weekdays and 1,095 daily trips on Saturday and Sunday. The proposed project would generate vehicle trips primarily from employees, customers, and other visitors traveling to and from the project site, which would primarily be generated by passenger vehicles. Because nearly all passenger vehicles are gasoline-fueled, the proposed project would not generate a significant amount of DPM emissions during operation. Therefore, the proposed project would not result in significant health impacts to nearby sensitive receptors during operation.

Carbon Monoxide Hotspot

Localized high levels of CO (CO hotspot) are associated with traffic congestion and idling or slow-moving vehicles. The BAAQMD recommends a screening analysis to determine whether a project's operation has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is not necessary. The proposed project would result in a less than significant impact to air quality for local CO if the following screening criteria are met:

- **Screening Criterion 1**: The proposed project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- **Screening Criterion 2**: The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- **Screening Criterion 3:** The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The project-specific Transportation Analysis identified anticipated trip generation, evaluated potential traffic impacts, reviewed safety issues, and determined on-site queueing.[26] As discussed above, the proposed project would be consistent with the existing zoning and General Plan land use designations with implementation of a CUP and therefore is not anticipated to generate trip volumes or land use types that the existing roadway network or applicable congestion management plan has not accounted for. The proposed project would not be located in a vertically- or horizontally limited mixing zone. As described previously, the proposed project is estimated to generate 110 weekend peak-hour trips.[27] Contra Costa County evaluated existing roadway volumes as part of the General Plan Update, which identified the most traveled roadways to determine potential impacts. The most traveled roadway was Highway 4 and the General Plan identified that, "Weekday volumes generally peak between 5:00 to 6:00 p.m., with peak-hour traffic volumes at nearly 8,000 vehicles per hour."[28] Accordingly, the adjacent roadway to the project site, East Leland Road, would not exceed 44,000 or 24,000 vehicles per hour because East Leland Road is not the busiest roadway in the County and Highway 4 does not exceed these levels. As such, the proposed project would not result in an

[26] W-Trans. 2021. Focused Transportation for the Bluewave Carwash Express Project. July 28.
[27] Ibid.
[28] City of Pittsburg. 2001. General Plan, Transportation Element.

increase of traffic volumes at affected intersections to more than 44,000 vehicles per hour and would not increase traffic volumes at affected intersections to more than 24,000 where vertical or horizontal mixing is substantially limited. Therefore, the proposed project is consistent with the screening criteria. The proposed project's impact related to air quality for local CO emissions would be less than significant.

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

Less than significant impact. As stated in the BAAQMD 2017 Air Quality Guidelines, odors are generally regarded as an annoyance rather than a health hazard and the ability to detect odors varies considerably among the populations and overall is subjective.

Odors can cause a variety of responses. The impact of an odor often results from interacting factors such as frequency (how often), intensity (strength), duration (time), offensiveness (unpleasantness), location, and sensory perception. Two circumstances have the potential to cause odor impacts:

- A source of odors is proposed to be located near existing or planned receptors; or
- A receptor land use is proposed near an existing or planned source of odor.

The BAAQMD does not have a recommended odor threshold for construction activities. However, the BAAQMD recommends screening criteria that are based on distance between types of sources known to generate odor and the receptor. For projects within the screening distances, the BAAQMD has the following threshold for project operations:

- An odor source with five or more confirmed complaints per year averaged over 3 years is considered to have a significant impact on receptors within the screening distance shown in Table 3-3 [of the BAAQMD's CEQA Guidelines].

Projects that would site an odor source or a receptor farther than the applicable screening distance, shown in Table 10 below, would not likely result in a significant odor impact.

Table 10: Odor Screening Distances

Land Use/Type of Operation	Project Screening Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles

Land Use/Type of Operation	Project Screening Distance
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Source: Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines. May. Website: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed November 2021.	

Project Construction

Diesel exhaust and VOCs would be emitted during construction of the proposed project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore would not create objectionable odors affecting a substantial number of people. As such, construction odor impacts would be less than significant.

Project Operation

Project as an Odor Generator

Land uses typically associated with odors include wastewater treatment facilities, waste disposal facilities, or agricultural operations. The proposed project involves the construction and operation of a carwash facility and does not contain land uses typically associated with objectionable odors. During operation of the proposed project, odors would primarily consist of vehicles traveling to and from the site. These occurrences would not produce significant odors; therefore, operational impacts would be less than significant.

Project as a Sensitive Receptor

The proposed project involves the construction and operation of a carwash facility, which is not considered a sensitive receptor, and would not have the potential to place sensitive receptors near existing or planned sources of odors.

Mitigation Measures

MM AIR-1 Implement BAAQMD Best Management Practices During Construction

The following Best Management Practices (BMPs), as recommended by the Bay Area Air Quality Management District (BAAQMD), shall be included in the project design and implemented during construction:

- All active construction areas shall be watered at least three times per day.

- All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be constructed upon issuance of grading permits. Building pads shall be constructed upon issuance of permits unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage regarding idling restrictions shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The construction contractor shall take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-2 Require the Use of Tier IV Off-road Equipment During Construction

Before a construction permit is issued for the proposed project, the project applicant shall submit construction emissions minimization plans to the City of Pittsburg for review and approval. The construction emissions minimization plans shall detail compliance with the following requirements:

- All off-road equipment shall have engines that meet either United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier IV Final off-road emission standards.
- If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Interim engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources *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 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?	☐	☒	☐	☐

Environmental Evaluation

Setting

This section evaluates potential effects on biological resources that may result from proposed project implementation. Prior to the field survey, a FirstCarbon Solutions (FCS) Biologist reviewed the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), a special-status species and plant community account database; the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system; the East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP); and

the California Native Plant Society (CNPS) Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database for the *Antioch North*, *California,* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles (Appendix B). An on-site assessment of biological resources was completed by FCS on June 9, 2021.

The 1.36-acre project site is currently vacant and is bounded on all sides by a mix of residential and commercial developments. The site is composed of 1.22 acres of ruderal and 0.14 acre of urban/developed land cover types, with two trees present along the eastern border (Exhibit 7).

Ruderal

Chapter 3.3.2 of the HCP/NCCP defines ruderal land cover as disturbed areas characterized by sparse non-native, typically weedy vegetation.[29] The project site contains vegetation that has been highly disturbed from prior development and is mowed regularly for weed and fire abatement. Aerial photography shows grading activities during the fall of 2002 and the spring of 2010 within the current project site and the adjacent eastern and western parcels, respectively.[30]

Species observed on-site were composed of non-native species, such as mallow (*Malva sp.)*, field bindweed (*Convolvulus arvensis)*, yellowstar thistle (*Centaurea solstitialis*), prickly lettuce (*Lactuca serriola*), cheatgrass (*Bromus tectorum*), and oats (*Avena sp.).* While the project site does contain grasses, it would not be considered a grassland land cover type per the definition HCP/NCCP because the site is highly fragmented due to surrounding previous urban developments, has experienced disturbance from prior grading activities, is dominated by non-native species, and therefore meets the HCP/NCCP definition of 'ruderal' (see above). Within this land cover type on the project site are two planted trees, one willow (*Salix sp.)* and one Fremont cottonwood (*Populus fremontii)*.

Urban/Developed

Chapter 3.3.2 of the HCP/NCCP defines urban/developed land cover as areas where native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures.[31] This area of the project site is composed of a paved driveway which would be used for site access from East Leland Road.

Impact Analysis

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 United States Fish and Wildlife Service?

Less than significant impact with mitigation incorporated.

[29] East Contra Costa County HCP/NCCP. Section 3.3.2 Existing Land Cover Types. Page 3-11.
[30] Google Earth Pro, 2002 and 2010. 38° 00' 36.71"N, 121° 52' 18.41"W, Eye alt 2,400ft. Accessed June 21, 2021.
[31] East Contra Costa County HCP/NCCP. Section 3.3.2 Existing Land Cover Types. Page 3-25.

Special-status Plant Species Potentially Occurring Within the Project Site

The potential for plant species to occur on the project site was evaluated based on the presence of suitable habitats, soil types, and occurrences recorded by the CNPS and CNDDB listings in the generally vicinity of the site, as well as a field survey conducted by a qualified Biologist. FCS also evaluated Table 2b of the Planning Survey Report from the HCP/NCCP, which identifies 17 special-status plant species that require specific habitat conditions (e.g., annual grassland, alkali grasslands and wetlands, oak woodlands, chaparral, and scrub); none of which are present within the project site. Additionally, the HCP/NCCP does not require plant surveys for project sites that contain ruderal land cover types.

In addition to the plant species identified by the HCP/NCCP, the Special-Status Plant Species Table (Table 1; Appendix B) provides a summary of the listing status, habitat requirements, and the potential for occurrence of other sensitive plant species that have been documented with the *Antioch North*, *California,* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. A total of 24 special-status plant species were evaluated for their potential to occur within the project site.

The project site is composed of ruderal vegetation and urban/developed land which has been previously graded in both the fall of 2002 and the spring of 2010.[32] The species evaluated in the Special-Status Plant Species Table require specific habitat conditions (e.g., valley and foothill grassland, wetlands, riparian woodland, marshes, or sandy or substrates); none of which are present within the project site. Because of the previous disturbance events and the ruderal land cover type present, all special-status plant species evaluated were determined to have no potential to occur within the project site; therefore, no special-status plant species would be impacted by proposed project construction.

Special-status Wildlife Species Potentially Occurring Within the Project Site

The potential for wildlife species to occur on the project site was evaluated based on the presence of suitable habitats, and occurrences recorded by the CNDDB in the generally vicinity of the site, as well as a field survey conducted by a qualified Biologist. FCS also evaluated Table 2a of the Planning Survey Report from the HCP/NCCP which identifies nine special-status wildlife species that require specific habitat conditions (e.g., grasslands, oak savanna, agriculture, ruderal, or aquatic). Of the nine special-status wildlife species evaluated by the HCP/NCCP, three have the potential to occur within the project site. These species include burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), and golden eagle (*Aquila chrysaetos*).

In addition to the wildlife species identified by the HCP/NCCP, the Special-Status Wildlife Species Table (Table 2; Appendix B) provides a summary of the listing status, habitat requirements, and the potential for occurrence of other sensitive wildlife species that have been documented with the *Antioch North*, *California,* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. *A* total of 26 special-status wildlife species were evaluated for their potential for occur within the project site. Of the 26 species evaluated, two have the potential to occur within the project site based on habitat conditions: white-tailed kite (*Elanus leucurus*) and western red bat (*Lasiurus blossevillii)*. These species, along with the three identified by the HCP/NCCP are discussed in further detail below.

[32] Google Earth Pro, 2002 and 2010. 38° 00' 36.71"N, 121° 52' 18.41"W, Eye alt 2,400ft. Accessed June 21, 2021.

Burrowing Owl

Burrowing owl is a State Species of Special Concern. This species is found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. A subterranean nester, the species is dependent upon burrowing mammals, most notably the California ground squirrel (*Otospermophilus beecheyi*). The project site contains potential, albeit marginal, ruderal habitat for burrowing owl. No ground squirrel burrows were observed during the June 2021 field survey, either within the project site or the 500-foot survey buffer; however, ground squirrels and subsequently burrowing owl may colonize the project site prior to development. The nearest CNDDB recorded occurrence for burrowing owl is approximately 1.8 miles southeast of the project site.[33] Outside of the project site, there is one potential location within 500 feet of the project site that has the potential to support burrowing owl. This location is composed of undeveloped land to the north across East Leland Road on the northern side of the shopping center. Pre-construction surveys are required per HCP/NCCP protocols. Given the potential for this species to occur on-site or within the immediate site vicinity, implementation of MM BIO-1a would reduce potential impacts to burrowing owl to less than significant by requiring pre-construction surveys to avoid disturbance of any active burrows.

Swainson's Hawk

Swainson's hawk is a State threatened species. This species breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannas, and agricultural or ranch lands with groves or lines of trees. The Swainson's hawk requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. The project site contains two planted trees that have the potential to support nesting habitat for Swainson's hawk. Other mature trees are present in urban/landscaped areas and small patches of undeveloped land within 1,000 feet of the project site, and would provide potential foraging habitat for this species. No Swainson's hawk or other raptor nests were observed during the June 2021 field survey, either within the project site or the 1,000-foot survey buffer. The nearest CNDDB recorded occurrence for Swainson's hawk is approximately 5 miles to the east of the project site.[34] Pre-construction surveys would be required per HCP/NCCP protocols. Given the potential for this species to occur on-site implementation of MM BIO-1b would reduce potential impacts to Swainson's hawk to less than significant by requiring pre-construction surveys to avoid disturbance of any active nests.

Golden Eagle

Golden eagle is listed as a fully protected State species. This species prefers rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of its range; also, large trees in open areas. The project site contains two planted trees that have the potential to support nesting habitat for golden eagle, although this species often prefers nesting on cliff sides. Other mature trees are present in adjacent urban/landscaped areas and small patches of undeveloped land within 0.5 mile of the project site, provide potential foraging habitat for this species. No golden eagle or other raptor nests were observed during the June 2021 field survey, either within the project site or the 0.5-mile survey buffer. The nearest CNDDB recorded occurrence

[33] California Department of Fish and Wildlife (CDFW). 2021. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed July 1, 2021.

[34] Ibid.

for this species is approximately 5 miles to the southwest of the project site.[35] Pre-construction surveys would be required per HCP/NCCP protocols. Given the potential for this species to occur on-site implementation of MM BIO-1c would reduce potential impacts to golden eagle to less than significant by requiring pre-construction surveys to avoid disturbance of any active nests.

White-tailed Kite and Other Nesting Birds

The white-tailed kite is listed as a fully protected State species, although not covered under the HCP/NCCP. The preferred habitat for this species includes rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. The species forages in open grasslands, meadows, or marshes, and is often found perching and nesting in isolated, dense-topped trees. The project site contains planted trees that provide marginal nesting habitat. The general vicinity of the project site contains pockets of grassland habitat for foraging. No white-tailed kite or other raptor nests were observed during the June 2021 field survey. The nearest recorded occurrence is 2.2 miles northeast of the project site.[36]

The trees present on the project site may provide suitable habitat for a variety of species of nesting birds. Construction activities that occur during the avian nesting season (generally February 1 to August 31) could disturb nesting sites for bird species including special-status species such as the white-tailed kite as well as birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Given the potential for these species to occur on-site implementation of MM BIO-1d would reduce potential impacts to white-tailed kite and other nesting birds to less than significant by requiring pre-construction surveys to avoid disturbance of any active nests.

Western Red Bat

Western red bat is a State Species of Special Concern. This species roosts primarily in trees, 2–40 feet above ground, from sea level up through mixed conifer forests. The species prefers habitat edges and mosaics, with trees that are protected from above and open below with open areas for foraging. The project site contains two trees that provide marginal roosting habitat. No bats were observed during the June 2021 field survey. The nearest recorded occurrence for this species is located approximately 4 miles to the east of the project site within the City of Antioch.[37] Given the potential for this species to occur on-site, implementation of MM BIO-1e would reduce potential impacts to the western red bat to less than significant by requiring pre-construction surveys to avoid disturbance of any active roosts.

Impacts would be less than significant with mitigation incorporated.

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?

[35] California Department of Fish and Wildlife (CDFW). 2021. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed July 1, 2021.
[36] Ibid.
[37] Ibid.

No impact. The project site does not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. The project site is located within an urbanized setting, shows evidence from past grading efforts, and contains ruderal and urban/developed land cover types. The proposed project would not directly or indirectly adversely affect any riparian habitat; therefore, there would be no impacts from proposed project construction or operation.

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?

No impact. The project site or surrounding areas do not contain jurisdictional drainages, wetlands, or hydrophytic vegetation; therefore, no State or federally protected wetlands are located on-site. As such, the proposed project would not directly or indirectly remove, fill, or hydrologically interrupt State or federally protected wetlands. No impacts would result from proposed project construction or operation.

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?

Less than significant impact. The proposed project would not interfere with the movement of migratory fish, migratory wildlife corridors, or the use of wildlife nursery sites. The project site is in a built-out commercial and residential area with multiple barriers to wildlife migration. As such, the impact on migratory fish and wildlife would be less than significant.

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

Less than significant. The City's Tree Preservation and Protection Measures (Article XIX) defines a protected tree as any kind of the following: a California native tree, as identified in the Calflora online database of wild California plants, that measures at least 50 inches in circumference (15.6 inches diameter) at four and one-half feet above grade, regardless of location or health; or a tree of a species other than a California native that measures at least 50 inches in circumference at four and one-half feet above grade and is either on an undeveloped property, located on public property or within the right-of-way, or located on private property and is found to provide benefits to the subject property as well as neighboring properties, subject to determination by the City Planner; or a tree required to be planted, relocated, or preserved as a condition of approval of a tree removal permit or other discretionary permit, and/or as environmental mitigation for a discretionary permit.[38] A protected tree may only be removed upon approval of a tree removal permit issued by the zoning administrator, planning commission, or City Council, as appliable.

[38] City of Pittsburg Municipal Code. Website: https://www.codepublishing.com/CA/Pittsburg/html/Pittsburg18/Pittsburg1884.html. Accessed July 22, 2021.

The project site contains two trees on the eastern periphery of the site that qualify as protected trees, one Fremont cottonwood and one willow. If the proposed project requires the removal of these trees, their removal would be required to adhere the City's Tree Preservation and Protection Measures, which includes obtaining a tree removal permit in consultation with applicable City staff. As a part of approval, the proposed project would be required to demonstrate and implement consistency with the City's Tree Preservation and Protection Measures. As such, the proposed project would not conflict with any local policies or ordinances and impacts would be less than significant.

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?

Less than significant impact with mitigation incorporated. The project site is located within the HCP/NCCP plan area. In 2007, the City of Pittsburg approved ordinances requiring future development projects to comply with the HCP/NCCP. Prior to grading, the applicant shall pay the applicable HCP/NCCP per-acre Development Fee in effect for Zone III in compliance with Section 15.108.070 of the Pittsburg Municipal Code. The Development Fee would cover the development of ruderal habitat. Additionally, the applicant shall also complete and submit the Planning Survey Report to the East Contra Costa County Habitat Conservancy prior to grading activities to comply with the general requirements of the HCP/NCCP, as reflected in MM BIO-1a through MM BIO-1c of this Draft IS/MND. All surveys and monitoring activities will be documented and reported. As such, the proposed project would not conflict with the provisions of the HCP/NCCP, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MM BIO-1a Burrowing Owl

Pre-construction Surveys

Pursuant to the Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP), prior to any ground disturbance related to covered activities, a United States Fish and Wildlife Service (USFWS)/California Department of Fish and Wildlife (CDFW)-approved Biologist shall conduct a pre-construction survey in areas identified in the planning surveys as having potential burrowing owl habitat. The surveys would establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by burrowing owl in accordance with CDFW survey guidelines.

On the parcel where the activity is proposed, the Biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and burrowing owl. Adjacent parcels under different land ownership shall not be surveyed. Surveys should take place near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owl shall be identified and mapped. Surveys shall take place no more than 30 days prior to construction. During the breeding season (February 1– August 31), surveys shall

document whether burrowing owl are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1–January 31), surveys shall document whether burrowing owl are using habitat in or directly adjacent to any disturbance area. Survey results would be valid only for the season (breeding or nonbreeding) during which the survey is conducted.

Avoidance and Minimization and Construction Monitoring

This measure incorporates avoidance and minimization guidelines from CDFW's *Staff Report on Burrowing Owl Mitigation*.

If burrowing owl are found during the breeding season (February 1 – August 31), the project proponent shall avoid all nest sites that could be disturbed by proposed project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance shall include establishment of a non-disturbance buffer zone (described below). Construction may occur during the breeding season if a qualified Biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the nonbreeding season (September 1 – January 31), the project proponent should avoid the owl and the burrows they are using, if possible. Avoidance shall include the establishment of a buffer zone (described below).

During the breeding season, buffer zones of at least 250 feet in which no construction activities could occur shall be established around each occupied burrow (nest site). Buffer zones of 160 feet shall be established around each burrow being used during the nonbreeding season. The buffers shall be delineated by highly visible, temporary construction fencing.

If occupied burrows for burrowing owl are not avoided, passive relocation shall be implemented. Burrowing owl should be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors should be in place for 48 hours prior to excavation. The project area should be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows shall be excavated using hand tools and refilled to prevent reoccupation. Plastic tubing or a similar structure should be inserted in the tunnels during excavation to maintain an escape route for any owl inside the burrow.

MM BIO-1b Swainson's Hawk

Pre-construction Survey

Pursuant to the Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP), prior to any ground disturbance related to covered activities that occurs during the nesting season (March 15–September 15), a qualified Biologist shall conduct a pre-construction survey no more than 1 month prior to construction

to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially occupied nests within 1,000 feet are off the project site, then their occupancy shall be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required (see below).

Avoidance and Minimization and Construction Monitoring

During the nesting season (March 15–September 15), covered activities within 1,000 feet of occupied nests or nests under construction shall be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be used, the Implementing Entity shall coordinate with the California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) to determine the appropriate buffer size.

If young fledge prior to September 15, covered activities could proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant could apply to the City of Pittsburg and the Implementing Entity for a waiver of this avoidance measure. Any waiver must also be approved by the USFWS and CDFW. While the nest is occupied, activities outside the buffer could take place.

All active nest trees shall be preserved on-site, if feasible. Nest trees, including non-native trees, lost to covered activities shall be mitigated by the project proponent according to the requirements below.

Mitigation for Loss of Nest Trees

The loss of non-riparian Swainson's hawk nest trees shall be mitigated by the project proponent by:

If feasible on-site, planting 15 saplings for every tree lost with the objective of having at least five mature trees established for every tree lost according to the requirements listed below.

AND either

Pay the Implementing Entity an additional fee to purchase, plant, maintain, and monitor 15 saplings on the HCP/NCCP Preserve System for every tree lost according to the requirements listed below, OR

The project applicant shall plant, maintain, and monitor 15 saplings for every tree lost at a site to be approved by the Implementing Entity (e.g., within an HCP/NCCP Preserve or existing open space linked to HCP/NCCP preserves), according to the requirements listed below.

The Following Requirements Shall be Met for All Planting Options:

Tree survival shall be monitored at least annually for 5 years, then every other year until year 12. All trees lost during the first 5 years shall be replaced. Success shall be reached at the end of 12 years if at least five trees per tree lost survive without supplemental irrigation or protection from herbivory. Trees must also survive for at least three years without irrigation.

- Irrigation and fencing to protect from deer and other herbivores may be needed for the first several years to ensure maximum tree survival.
- Native trees suitable for this site should be planted. When site conditions permit, a variety of native trees shall be planted for each tree lost to provide trees with different growth rates, maturation, and life span, and to provide a variety of tree canopy structures for Swainson's hawk. This variety shall help to ensure that nest trees would be available in the short-term (5-10 years for cottonwoods and willows) and in the long-term (e.g., Valley oak, sycamore). This would also minimize the temporal loss of nest trees.
- Riparian woodland restoration conducted as a result of covered activities (i.e., loss of riparian woodland) could be used to offset the nest tree planting requirement above, if the nest trees are riparian species.
- Whenever feasible and when site conditions permit, trees should be planted in clumps together or with existing trees to provide larger areas of suitable nesting habitat and to create a natural buffer between nest trees and adjacent development (if plantings occur on the development site).
- Whenever feasible, plantings on the site should occur closest to suitable foraging habitat outside the Urban Development Area (UDA).
- Trees planted in the HCP/NCCP preserves or other approved off-site location would occur within the known range of Swainson's hawk in the inventory area and as close as possible to high-quality foraging habitat.

MM BIO-1c Golden Eagle

Pre-construction Survey

Pursuant to the Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCP), prior to implementation of covered activities, a qualified Biologist shall conduct a pre-construction survey to establish whether nests of golden eagles are occupied (see Section 6.3.1, Planning Surveys). If nests are occupied, minimization requirements and construction monitoring shall be required.

Avoidance and Minimization

Covered activities shall be prohibited within 0.5 mile of active nests. Nests could be built and active at almost any time of the year, although mating and egg incubation occurs late January through August, with peak activity in March through July. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be

appropriate or that a larger buffer should be implemented, the Implementing Entity shall coordinate with the California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) to determine the appropriate buffer size.

Construction Monitoring

Construction monitoring shall focus on ensuring that no covered activities occur within the buffer zone established around an active nest. Although no known golden eagle nest sites occur within or near the Urban Land Limit (ULL), covered activities inside and outside of the Preserve System have the potential to disturb golden eagle nest sites. Construction monitoring would ensure that direct effects to golden eagles are minimized.

MM BIO-1d White-tailed Kite and Other Nesting Birds

Construction activities that occur during the nesting season (generally February 1 to August 31) would disturb nesting sites for birds protected by the Migratory Bird Treaty Act (MBTA) and the Fish and Game Code, if present. No action is necessary if no active nests are found or if construction occurs during the nonbreeding season.

Implementation of the following avoidance and minimization measures would minimize impacts to raptors and other protected nesting birds.

- To prevent impacts to the Fish and Game Code and/or MBTA-protected birds, nesting raptors, and their nests, removal of trees shall be limited to only those necessary to construct the proposed project.
- If possible, construction work (including tree and vegetation removal) should occur outside the nesting season (generally between February 1 and August 31). If construction (including tree and vegetation removal) cannot be conducted outside the nesting season, pre-construction surveys shall be conducted not less than 7 days before the start of work to verify the absence of active nests.
- If an active nest of a special-status bird species is located during pre-construction surveys, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest.
- For nests of all species protected under Fish and Game Code, construction activities shall be restricted as necessary to avoid disturbance of the nest until the young have left the nest, or the agencies deem disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest and an appropriate radius around an active migratory bird nest depending on the species and disturbance level) or alteration of the construction schedule.
- A qualified Biologist shall provide appropriate protection buffer sizes and locations, and the applicant shall physically mark the protection buffers using signs, environmentally sensitive area fencing, pin flags, and/or flagging tape. The

buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently.

- All surveys and monitoring will be documented and a report will be submitted to the City prior to receiving a grading permit.

MM BIO-1e Western Red Bat

A qualified wildlife Biologist shall conduct surveys for western red bat during the appropriate time of day to maximize detectability to determine whether bat species are roosting near the work area no more than 7 days and days prior to beginning ground disturbance and/or construction. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (Anabat, etc.).

Visual surveys shall include trees within 100 feet of proposed project construction activities. Not more than 2 weeks prior to ground disturbance and/or construction, the applicant for development on the project parcel shall ensure that a qualified Biologist (i.e., one familiar with the identification of bats and signs of bats) survey trees proposed for removal for the presence of roosting bats or evidence of bats. If no roosting bats or evidence of bats are found in the trees, ground disturbance and/or construction may proceed. If the Biologist determines or presumes bats are present, the Biologist shall exclude the bats from suitable spaces. Ground disturbance and/or construction shall only commence after the Biologist verifies seven to 10 days later that the exclusion methods have successfully prevented bats from returning and the results report is submitted to the City. To avoid impacts on non-volant (i.e., nonflying) bats, the Biologist shall only conduct bat exclusion and eviction from September 1 through March 31. Exclusion efforts shall be restricted during periods of sensitive activity.

THIS PAGE INTENTIONALLY LEFT BLANK

Source: bing Aerial Imagery.

FIRSTCARBON SOLUTIONS™

100 50 0 100 Feet

Exhibit 7
Land Cover Map

THIS PAGE INTENTIONALLY LEFT BLANK

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources *Would the 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?	☐	☒	☐	☐
Would the project 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:				
d) 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	☐	☒	☐	☐
e) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Evaluation

Setting

This section describes the existing cultural resources setting and potential effects from the proposed project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the California Native American Heritage Commission (NAHC), Northwest Information Center (NWIC), National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historic Landmarks list, California Points of Historical Interest list, California Built Environment Resource Directory (BERD), and the California Historical Resources Inventory. Non-confidential records search results and other correspondence are included in Appendix C.

Northwest Information Center Records Search

A record search and literature review for the project sites and its 0.5-mile radius were conducted on June 16, 2021, at the NWIC, located at Sonoma State University in Rohnert Park, California. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, historic aerial photographs, and historic maps to evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project site.

The results from the NWIC indicated that there are no known archaeological or historic resources located within the project site. There are 22 resources, all of which are historic, located within a 0.5-mile radius of the proposed project boundaries. In addition, there are 17 area-specific survey reports on file with the NWIC for the 0.5-mile search radius, but none within the proposed project boundaries, indicating that the project site has not been previously surveyed for archaeological or historical resources. A records search map identifying the proposed project boundaries and 0.5-mile search radius and the relevant non-confidential records search results are included in Appendix C.

Pedestrian Survey and Field Survey

On July 22, 2021, FCS conducted a pedestrian field survey to determine the presence of any unrecorded cultural resources within the project site. During the pedestrian field survey, all areas of the exposed ground surface were examined for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). All areas of proposed development were inspected for culturally modified soils or other indicators of potential historic or prehistoric resources.

The field survey began in the northwest corner of the rectangular-shaped development area and moved south, using east–west transects spaced at approximately 10-meter intervals across the site, whenever possible. The project site is adjacent to a gas station to the west, commercial properties to the east and south, and East Leland Road to the north. Because of the high level of vegetation growth in the project site, visibility of native soils was extremely poor, approximately averaging only 5 percent across the site. Approximately 35 percent of the site was composed of soil and fill brought in from outside of the area. Visible soils were largely composed of medium brown loam and sandy soil interspersed with small stones (2-3cm) composed of quartz and schist.

The soil did not contain artifacts or any materials consistent with prehistoric midden soils. No historic or prehistoric artifacts, cultural resources, or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert, etc.) were found within the project site. Pedestrian field survey photos for the project site can be found in Appendix C.

Native American Heritage Commission

On June 8, 2021, FCS contacted the NAHC to determine whether any sacred sites were located within the site or proposed project vicinity. A response was received on July 1, 2021, indicating that the Sacred Lands File search failed to locate the presence of Native American cultural resources

within the project site. The NAHC included a list of 15 tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources (TCRs) that may be affected by the proposed project are addressed, a letter containing proposed project information was sent to each tribal representative on July 6, 2021. On July 30, 2021, FCS received a letter from the Confederated Villages of Lisjan Tribe requesting further information about water resources within a 0.5-mile radius of the project site. No additional responses have been received to date. NAHC correspondence and copies of the NAHC letters can be found in Appendix C.

Assembly Bill 52

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to defined TCRs may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the proposed project. AB 52 identifies examples of mitigation measures that would avoid or minimize impacts to TCRs. AB 52 makes the above provisions applicable to projects that have a Notice of Preparation (NOP) or a Notice of Intent (NOI) to adopt an ND/MND circulated on or after July 1, 2015. AB 52 amends Public Resource Code Section 5097.94 and adds Public Resource Code Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3, relating to Native Americans.

On January 19, 2022, the City of Pittsburg, pursuant to Public Resources Code 21080.3.1 and AB 52, sent notification letters via certified mail to seven California Native American Tribes that are traditionally and culturally affiliated with the project area. The letter was sent to representatives of the Amah Mutsun Tribal Band of Mission San Juan Bautista, Chicken Ranch Rancheria of Me-Wuk Indians, Guidiville Indian Rancheria, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, Indian Canyon Mutsun Band of Costanoan, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, North Valley Yokuts Tribe, The Confederated Villages of Lisjan, The Ohlone Indian Tribe, Tule River Indian Tribe, Wilton Rancheria, and the Wuksache Indian Tribe/Eshom Valley Band. On February 17, 2022, Wilton Rancheria replied indicating that they had no concerns. On March 2, 2022, The Confederated Villages of Lisjan replied indicating that they wished to be notified if any cultural resources are discovered or identified. No other responses were received during the 30-day AB 52 consultation window.

Cultural Resources

Would the project:

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

No Impact. CEQA Guidelines Section 15064.5 defines "historical resources" as resources listed in the CRHR, a local register, determined significant by the lead agency, or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the National Historic Preservation Act of 1966, which established the NRHP, and which recognizes properties that are significant at the federal, State, and local levels. To be eligible for listing in the NRHP and CRHR, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association relative to American history, architecture, archaeology, engineering, or culture.[39] In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

The records search conducted at the NWIC determined that there are no historic resources within the project site. There are 22 historic resources within a 0.5-mile radius of the project site. The closest historic resource is a warehouse that does not appear to qualify for the CRHR. The proposed project would not impact this resource, or any other historical resources located within a 0.5-mile radius of the proposed project boundaries.

Furthermore, a review of 18 historical aerial photographs depicting the project site from 1949 to 2018 indicate that a building existed on the project site in 1949 but was removed prior to 1966. The project site has remained undeveloped since 1966. The project site does not contain any buildings, structures, or objects that could potentially qualify as historical resources under CEQA. Therefore, there would be no impacts to historic resources.

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

Less than significant impact with mitigation incorporated. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

Although the construction of the proposed project would require subsurface ground disturbance, results from the NWIC indicate that there are no known archaeological resources within the project site. In addition, all 22 historic resources are within a 0.5-mile radius of the proposed project boundaries. Additionally, the pedestrian field survey produced negative results for indicators of undiscovered prehistoric and/or historic resources. FCS considers the potential to impact an unidentified archaeological resource to be low. However, it is possible that earth-disturbing activities associated with proposed project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone,

[39] National Register of Historic Places (NRHP). 2021. Publications of the National Register of Historic Places. Website: https://www.nps.gov/subjects/nationalregister/publications.htm. Accessed May 1, 2021.

wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact.

MM CUL-1 sets forth the steps to be taken should any significant cultural resources be discovered during construction activities. Implementation of MM CUL-1 would ensure that potential impacts on archaeological resources are reduced to a less than significant level.

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

Less than significant impact with mitigation incorporated. As noted above, the project site has been undeveloped since 1966. Therefore, the potential for the disturbance of any human remains is considered low. While it is highly unlikely that human remains exist within or near the project site, there is always a possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. MM CUL-2 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of MM CUL-2 would reduce potential impacts to human remains to a less than significant level.

Tribal Cultural Resources

Would the project 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:

d) 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

A review of the CRHR, local registers of historic resources, the NWIC records search results, and NAHC Sacred Lands File search results failed to identify any previously listed TCRs that may be adversely affected by the proposed projects. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, would reduce potential impacts to a less than significant level.

e) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No TCRs significant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 have been identified by the lead agency. FCS conducted tribal outreach with Amah Mutsun Tribal Band of Mission San Juan Bautista, Chicken Ranch Rancheria of Me-Wuk Indians, Guidiville Indian

Rancheria, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, Indian Canyon Mutsun Band of Costanoan, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, North Valley Yokuts Tribe, The Confederated Villages of Lisjan, The Ohlone Indian Tribe, Tule River Indian Tribe, Wilton Rancheria, and the Wuksache Indian Tribe/Eshom Valley Band, which have been identified by the NAHC. In compliance with AB 52, the City distributed letters, notifying each of the aforementioned tribes of the opportunity to consult with the City regarding the proposed project. Consultation letters were mailed on January 19, 2022. On February 17, 2022, Wilton Rancheria replied indicating that they had no concerns. On March 2, 2022, The Confederated Villages of Lisjan replied indicating that they wished to be notified if any cultural resources are discovered or identified. No other responses were received during the 30-day AB 52 consultation window.

To reduce potential impacts, should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2 would reduce potential impacts to a less than significant level.

Mitigation Measures

MM CUL-1 **Inadvertent Discovery of Cultural Resources.** If significant cultural resources are discovered during construction activities, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The lead agency shall require the standard inadvertent discovery clause to be included on the grading plans to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the lead agency concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines, Section 15064.5. Any previously undiscovered resources found during construction within the project site should be recorded and submitted to the City on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA Guidelines.

MM CUL-2 **Accidental Discovery of Human Remains.** In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. During the course of project development, if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If

the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for appropriate treatment and disposition of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98.

2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project site, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant shall develop a plan for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.6 Energy *Would the 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?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. A discussion of the proposed project's energy use is presented below. Energy use consumed by the proposed project was estimated and includes natural gas, electricity, and fuel consumption for the proposed project. Energy calculations are included as part of Appendix D of this Draft IS/MND.

Construction

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. No natural gas would be utilized as part of construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site demolition, site preparation, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools.

Based on CalEEMod estimates for the proposed project, (see modeling output files in Appendix A), construction-related vehicle trips and construction equipment usage would consume an estimated 29,019 gallons of diesel and gasoline combined during the construction phase (Appendix D). Construction assumptions used to estimate energy consumption for the proposed project were consistent with those used to estimate air quality related emissions and are included in Appendix A. The complete calculations for the proposed project's construction energy consumption are included in Appendix D.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Single-wide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 11,210 kilowatt-hour (kWh) during the 11-month construction phase (Appendix D). The City of Pittsburg has an established Municipal Code Ordinance that prohibits the operation of pile drivers, hammers, and similar equipment between the hours of 10:00 p.m. and 7:00 a.m. In addition to these specific requirements set forth in the City's Municipal Code, development projects, including the proposed project, are required to meet the more restrictive standard stated in Policy 12-P-9 of the Noise Element in the City's General Plan, which limits all loud noise-generating construction activities to between 8:00 a.m. and 5:00 p.m.

As on-site construction activities would be restricted to these hours, it is anticipated that the use of construction lighting would also be similarly limited. Because of the temporary nature of construction and the financial incentives for developers and contractors to implement efficient energy use, the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impact related to fuel and electricity consumption would be less than significant.

Operation

Electricity and Natural Gas

Building operations for the proposed project would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting (indoor and outdoor), and appliances. Based on CalEEMod estimates for the proposed project, long-term operations would consume approximately 32,800 kWh of electricity per year and an estimated 94,246 kilo-British Thermal Unit (kBTU) of natural gas per year (Appendix D). Currently, there is no on-site use of energy because the project site is vacant. The proposed project would be designed and constructed in accordance with the State's Title 24 energy efficiency standards.

Title 24 Requirements include building, electricity, and water conservation energy saving measures that are required to be completed as part of the building permitting process.[40] Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Compliance with Title 24 standards would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Energy

[40] City of Pittsburg. 2011. Website: http://www.ci.pittsburg.ca.us/index.aspx?page=667. Accessed November 2021.

and water efficient design measures for the proposed project would include the incorporation of solar power design, water efficient landscaping, and high-efficiency lighting and appliances. These standards are widely regarded as the most advanced energy efficiency standards and compliance with Title 24 standards would ensure that operational energy consumption would not result in the use of energy in a wasteful or inefficient manner. Therefore, the operational impact related to building electricity and natural gas consumption would be less than significant.

Fuel

Long-term operational energy consumption would also occur from fuel combustion associated with daily vehicle trips. Fuel consumption would be primarily related to vehicle use by customers and visitors. Based on CalEEMod estimates, vehicle trips associated with the proposed project would result in 1,347,653 VMT and consume an estimated 48,784 gallons of gasoline and diesel combined on an annual basis.[41]

Sidewalks are located along East Leland Road and would serve the project site and connect the proposed project to other land uses. The proposed project would be within 4 miles of one regional route of travel, Highway 4, which would reduce customer and employee travel distance to major freeways. For these reasons, transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during long-term operations. Therefore, the operational impact related to vehicle fuel consumption would be less than significant.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. A discussion of the proposed project's potential to conflict with or obstruct a State or local plan for renewable energy or energy efficiency is presented below.

Construction

As described above, construction activities would involve energy consumption in various forms and would be limited by California regulations such as California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 which limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would be required to comply with these regulations. There are no renewable energy standards applicable to construction activities for the proposed project.

Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, impacts would be less than significant.

[41] Based on the 1,347,653 annual VMT consistent with CalEEMod output (Appendix A) and an average fuel consumption determined using Emission Factors Model (EMFAC) 2017 factors for Contra Costa County in the 2023 calendar year. Website: https://arb.ca.gov/emfac/emissions-inventory/980645d72b46a91194d7a938f8e5969ae547e185. Accessed November 16, 2021.

Operation

Additionally, California's Renewables Portfolio Standard (RPS) required that 33 percent of electricity retail sales be served by renewable energy sources by 2020. The City of Pittsburg's main electricity provider is Marin Clean Energy (MCE). PG&E is the main electricity transmitter. PG&E would provide the delivery of electricity to the proposed project through the existing grid. In 2020, PGE obtained 39 percent of its electricity from renewable energy sources.[42] Senate Bill (SB) 32 mandates a Statewide GHG emissions reduction goal to 40 percent below 1990 levels by the year 2030. MCE's current power mix already exceeds State requirements for 2020. Therefore, the proposed project would receive electricity from a utility company that meets California's RPS requirements as well as the State requirements for 2020.

In addition, the proposed carwash building would be designed and constructed in accordance with the State's Title 24 energy efficiency standards. Thus, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

Mitigation Measures

None.

[42] Pacific Gas and Electric Company (PG&E). Website: https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2019/1019-Power-Content-Label.pdf. Accessed: November 16, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 Geology and Soils *Would the 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?	☐	☒	☐	☐

Environmental Evaluation

Setting

Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults and typically occurs during earthquakes of magnitude 5.0 or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault.

Liquefaction describes the behavior whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually strong ground shaking during an earthquake. A low relative density and loose consistency of the granular materials, shallow groundwater table, long duration, and high acceleration of seismic shaking are some of the factors that can cause liquefaction.

Would the 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.

Less than significant impact. According to the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, the project site is not located within an Alquist-Priolo Earthquake Fault Zone.[43] No active faults have been mapped on the project site. The nearest Alquist-Priolo Earthquake Fault Zone is located approximately 0.25 miles west of the project site.[44] However, the proposed project would comply with the California Building Standards Code (CBC) Title 24 regulations to reduce substantial adverse effects caused by the rupture of an earthquake fault. As such, the proposed project is not likely to expose substantial numbers of people or structures to significant risk of loss, injury, or death due to a rupture of a known fault. Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact. The project site is located in Northern California, which is a seismically active region where strong seismic ground shaking can occur. There are several faults in the regional area that have the potential to cause moderate to large earthquakes, such as the Clayton-Greenville fault located 3 miles south of the City, the Antioch fault located 4 miles east of the City, and the Hayward fault located 20 miles west of the City. Although the project site is not located in an Alquist-Priolo Earthquake Fault Zone, the proposed project could be subject to substantial adverse effects due to strong seismic ground shaking from nearby faults. Compliance with applicable seismic design

[43] California Department of Conservation. 2019. California Earthquake Hazards Zone Application ("EQ Zapp"). Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed June 24, 2020.
[44] Ibid.

parameters including the Building Code of Regulations, Title 24, Part 2 (CBC 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act), as well as applicable local regulations, would ensure that the potential adverse impacts from seismic ground shaking are minimized. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. According to the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, the site is not located within an area identified as having potential for liquefaction. According to the General Plan Health and Safety Element, alluvial fan and terrace deposits that underlie most of Pittsburg have low liquefaction potential.[45] As such, the proposed project would not cause adverse impacts related to seismic ground failure, including liquefaction. Impacts would be less than significant.

iv) Landslides?

Less than significant impact. The risk of landslides is typically associated with hillsides and steep slopes. The project site is relatively flat, and the surrounding area does not have steep slopes or hillsides that could pose a risk of landslides on the project site. Therefore, the proposed project would not cause adverse impacts related to landslides. Thus, impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

No impact. The project site is currently vacant and undeveloped. The proposed project would require ground-disturbing activities such as grading, excavation, and other earthmoving activities prior to and during construction. These activities would expose surface soils to wind and precipitation, which could cause soil erosion and loss of topsoil if measures are not taken to prevent erosion and runoff during site construction. Projects that disturb one or more acres of soil are required to obtain the General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit), issues by the California State Water Resources Control Board (State Water Board). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list BMPs the proposed project would implement to control erosion and prevent the conveyance of sediments off-site. With the implementation of the conditions of the Construction General Permit, erosion impacts resulting from project construction would remain less than significant.

The proposed project would comply with the CBC and with required erosion control measures, including the Pittsburg Municipal Code Chapter 15.88 Grading, Erosion and Sediment Control. Compliance with the CBC and the Municipal Code would ensure that the proposed project would not result in substantial soil erosion or loss of topsoil.

[45] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision of the 21st Century. Chapter 10: Health and Safety. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=1390. Accessed June 7, 2021.

The proposed project would be developed with a stormwater system which would direct water to a bioretention area. This would minimize potential erosion risk. Therefore, impacts would be less than significant.

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?

No impact. As discussed in Impact 2.7(a)(iii) and 2.7(a)(iv), the proposed project would not result in risks associated with seismically induced liquefaction or from landslides. Compliance with the CBC, which requires that a site-specific ground motion study be performed in accordance with Section 11.4.8 of American Society of Civil Engineers (ASCE) 7-16, would ensure that the soil would be stable. There would be no impacts.

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?

Less than significant impact. Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wet. According to the Natural Resource Conservation Service (NRCS) Web Soil Survey, the soils in the Planning Area soils vary from a low shrink-swell potential to a high shrink-swell potential. The portions of the Planning Area that have a moderate to high potential are located along the waterfront and hillside areas.[46] The project site is not located within either of these areas. Therefore, impacts would be less than significant.

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?

No impact. The proposed project would connect to an existing wastewater facility and sanitary sewer system and therefore would not use septic tanks or alternative wastewater disposal systems. No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impacts would occur as a result of the capacity of the soils on the project site to support septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation incorporated. Paleontological records search results were provided by Kenneth L. Finger, PhD through the University of California Museum of Paleontology (UCMP) database Natural History Museum (Appendix E). The purpose of paleontological records search was to determine whether the presence of known paleontological resources existing within the project site or within an 0.5-mile radius beyond the proposed project boundaries. The results of the records search indicated that the project site is located on Pleistocene

[46] City of Pittsburg. 2019, Existing Conditions Report: City of Pittsburg General Plan Update. Chapter 5: Conservation Website: https://static1.squarespace.com/static/5c741fe1b10f25b8de62226a/t/5dbcbdb26e50835ed1a041c9/1572650458113/ExistingConditionsReport_Part4_Ch5.pdf. Accessed August 19, 2021.

alluvium, which has a high paleontological sensitivity and low-to-moderate paleontological potential. Because the proposed project would require ground-disturbing activities such as grading and excavation on previously undisturbed soils, the potential exists for previously unknown paleontological resources to be uncovered during excavations of the project site that extend into older Quaternary deposits. Implementation of MM GEO-1 would require paleontological monitoring for all constructed-related earth-disturbing activities on-site. Implementation of MM GEO-1 would reduce impacts to less than significant.

Mitigation Measures

MM GEO-1 A qualified Paleontologist shall monitor the first day of any construction-related earth-disturbing activities that would impact previously undisturbed sediments on the project site. Should any significant paleontological resources (e.g., bones, teeth,) be unearthed during construction, all construction activities should be diverted at least 15 feet from the find until a professional Paleontologist visits the site and assesses the find. If deemed significant, the fossil(s) shall be salvaged in a timely manner. Collected fossils shall be deposited in an appropriate repository, such as the University of California Museum of Paleontology (UCMP), where they would be properly curated and made available for future research.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 Greenhouse Gas Emissions *Would the 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 adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Setting

The City of Pittsburg adopted its General Plan in November of 2001. The *City of Pittsburg General Plan* establishes the following applicable objectives and policies that are relevant to GHG emissions:

Transportation Element

Policy 7-G-10 Study the feasibility of a comprehensive network of on- and off-road bike routes to encourage the use of bikes for commute, recreational and other trips.

Policy 7-P-5 Apply for federal Congestion Mitigation Air Quality grant funding designed to improve air quality through roadway improvement projects.

Policy 7-P-31 Work with Tri-Delta and County Connection to schedule signal timing for arterials with heavy bus traffic, where air quality benefits can be demonstrated.

Resource Conservation Element

Policy 9-G-9 Work toward improving air quality and meeting all Federal and State ambient air quality standards by reducing the generation of air pollutants from stationary and mobile sources.

Policy 9-G-11 Reduce the number of motor vehicle trips and emissions accounted to Pittsburg residents and encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.

Policy 9-P-29 Cooperate with the Bay Area Air Quality Management District to achieve emissions reductions for ozone and its precursor, PM-10.

Policy 9-P-32 Minimize emissions and air pollution from City operations by using alternative-fuel vehicles, as feasible.

Policy 9-P-43 During redevelopment and rehabilitation of older residential units, ensure that the development process complies with the lead testing requirements established by Bay Area Air Quality Management District, Contra Costa County Environmental Health District, and Housing and Urban Development.

City of Pittsburg Climate Action Plan and Climate Action Page

The City of Pittsburg is currently in the process of developing a Climate Action Plan (CAP), which would help develop solutions and outline City programs to reduce the City's carbon footprint. The City currently has a Climate Action Page that documents their efforts in promoting climate action.[47] The categories of climate action identified include energy efficiency, renewable energy, fuel efficiency, resource conservation, and adaption strategies.[48]

Quantification of the Proposed Project's Greenhouse Gas Emissions for Informational Purposes

Project Construction

The proposed project's GHG emissions during construction and operation are presented for information purposes only and do not determine the potential project significance.

The proposed project would emit GHG emissions during construction from off-road equipment, worker vehicles, and material delivery and/or hauling. Detailed construction assumptions are provided in Appendix A. The BAAQMD does not presently provide a construction-related GHG generation threshold but recommends that construction-generated GHGs be quantified and disclosed. Total GHG emissions generated during all phases of construction were combined and are presented in Table 11.

Table 11: Construction Greenhouse Gas Emissions

Construction Phase	MT CO_2e per year
Site Preparation—2022	59.2
Grading—2022	27.7
Paving—2022	3.8
Building Construction—2022	203.3
Architectural Coating – 2022	1.4
Total Construction Emissions	**295.4**
Emissions Amortized Over 30 Years[1]	**9.8**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
[1] Construction GHG emissions are amortized over the 30-year lifetime of the proposed project.
Source: CalEEMod Output (Appendix A).

[47] City of Pittsburg. Sustainability Overview. Website: https://www.pittsburgca.gov/our-city/living/environmental-services/climate-action-pages. Accessed June 15, 2022.
[48] City of Pittsburg. 2018. Climate Action Pages. Website: http://www.ci.pittsburg.ca.us/index.aspx?page=301. Accessed June 15, 2021.

As shown in Table 11, construction of the proposed project is estimated to generate approximately 295.4 MT CO_2e over the entire project construction duration. As discussed above, neither the City of Pittsburg nor the BAAQMD have an adopted thresholds of significance for construction-related GHG emissions. Because construction would be temporary and would not result in a permanent increase in emissions, the proposed project would not interfere with the implementation of AB 32 or SB 32.

Operation

Operational or long-term emissions occur over the life of a project. The major sources for operational GHG emissions include:

- **Motor Vehicles:** These emissions refer to exhaust-related GHG emissions from the cars and trucks that would travel to and from the project site. Vehicle trips associated with project operations would primarily include customer trips to and from the proposed project site. Trip generation rates used in estimating mobile source emissions were consistent with those presented in the traffic analysis prepared for the proposed project by W-Trans. As described in the W-Trans Transportation Analysis, the proposed project is estimated to generate 110 weekend peak-hour trips, including 55 inbound trips and 55 outbound trips during the weekend peak-hour.[49] After extrapolating the peak-hour rates for Saturday and weekdays, it was estimated that the proposed project would generate a rate of 420 trips per day for weekdays and 1,095 daily trips on Saturday and Sunday.
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site for heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the proposed project. PG&E is a utility providing electricity and natural gas service to Contra Costa County. The proposed project would receive natural gas through PG&E. The proposed project would be served with electricity generated and delivered by PG&E. GHG emissions from energy consumption were calculated using PG&E's electricity intensity factors for CO_2, N_2O, and CH_4.
- **Water Transport:** These emissions refer to those associated with the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.

The proposed project's operational emissions were estimated with CalEEMod Version 2020.4.0. CalEEMod assumes compliance with some, but not all, applicable State-level rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies. The reductions obtained from each regulation and the source of the reduction amount used in this analysis are described below.

The following State regulations are incorporated into the CalEEMod emission factors:

[49] W-Trans. 2021. Focused Transportation for the Bluewave Carwash Express Project. July 28.

- Pavley I motor vehicle emission standards
- Low Carbon Fuel Standard
- 2016 Title 24 Energy Efficiency Standards[50]

The California Model Water Efficient Landscape Ordinance (Outdoor Water) has not been incorporated into the CalEEMod emission factors and requires alternative methods to account for emission reductions provided by the regulation.

CalEEMod generally treats these energy conservation measures as "mitigation measures," even though they are required through regulation. For the purposes of this analysis, these measures would be considered under the "unmitigated" project conditions.

As shown in Table 12, operation of the proposed project would generate approximately 478.2 MT CO_2e per year with incorporation of the amortized construction emissions, after full buildout in 2023. The majority of the proposed project's emissions would be from passenger vehicles accessing the project site. Emissions in future years would be reduced through an increase in the use of renewable sources of energy, turnover of older vehicles, introduction of cleaner fuels and implementation of more stringent emissions control technology.

Table 12: Annual Operational GHG Emissions (Unmitigated)

Emission Source	Year 2023 Total Emissions (MT CO_2e per year)	Year 2030 Total Emissions (MT CO_2e per year)
Area	0.0	0.0
Energy	8.1	8.1
Mobile	450.5	367.4
Waste	6.9	6.9
Water	2.9	2.9
Amortized Construction Emissions	9.8	9.8
Total Project Emissions	**478.2**	**395.1**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent.
Unrounded results used to calculate totals.
Source of Emissions: CalEEMod Output (Appendix A).
Source of Threshold: Bay Area Air Quality Management District (BAAQMD) 2017.

[50] Even though the proposed project would be subject to the then-current Title 24 standards and requirements, the 2016 standards were utilized for purposes of a conservative analysis.

Would the project:

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

Less than significant impact. Both construction and operational activities have the potential to generate GHG emissions. The proposed project would generate GHG emissions during temporary (short-term) construction activities such as site preparation and grading, running of construction equipment engines, movement of on-site heavy-duty construction vehicles, hauling of materials to and from the project site, asphalt paving, and construction worker motor vehicle trips.

Long-term, operational GHG emissions would result from project-generated vehicular traffic, on-site combustion of natural gas for space and water heating, operation of any landscaping equipment, off-site generation of electrical power over the life of the proposed project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site.

The BAAQMD updated their GHG thresholds for land use development projects on April 22, 2022. The City chooses to rely on the BAAQMD's subject matter expertise on GHG emissions and utilize the advisory recommendations contained in their 2017 CEQA Air Quality Guidelines as well as their recently adopted GHG significance thresholds for land use development projects.[51] The BAAQMD's 2022 significance thresholds for land use projects are listed below.

If a land use development project cannot demonstrate consistency with Criterion A or Criterion B, then that project would result in a potentially significant impact related to GHG emissions.

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 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:

[51] Bay Area Air Quality Management District (BAAQMD). 2022. Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. April.

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.

As described in the BAAQMD Thresholds of Significance Justification Report, these new thresholds are intended to ensure every new development project contributes its "fair share" of what will be required to achieve California's long-term 2045 climate goals.[52]

Criterion A

As described previously, the City has not adopted a CAP that meets the requirements considered to be a qualified GHG reduction strategy capable of being tiered from under CEQA Guidelines Section 15183.5(b). Therefore, the proposed project is not capable of satisfying Criterion A from the above GHG significance thresholds and must demonstrate consistency with the provisions of Criterion B to determine a less than significant impact related to GHG emissions. As illustrated above, Criterion B contains four notable provisions, against which the proposed project is analyzed.

Criterion B

Natural Gas Prohibition Provision

The first provision requires that the proposed project not include natural gas plumbing and instead relies on electricity as the primary building energy source. The proposed project site plans submitted as part of the submittal package to the City do not show any existing or new natural gas utility lines or appliances. In addition, the proposed project use as a car wash with self-serve vacuum stations and a small structure to house cashier stations, break room, and electrical utility room would not require heating. Furthermore, applicant-provided information demonstrates that the project would not include natural gas plumbing or appliances. As such, the proposed project would be compliant with this provision under Criterion B.

Wasteful, Inefficient, or Unnecessary Energy Consumption Provision

Section 2.6, Energy, describes that the proposed project would not waste energy during construction activity because of existing regulations that limit idling vehicles and require off-road equipment be properly maintained, which would improve fuel efficiency. In addition, the proposed project operation as a carwash facility would be built according to Title 24 standard, which would reduce the energy demand for lighting, water heating, and air conditioning, while low water demand landscaping would reduce outdoor water use. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help to reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Therefore, the proposed project would be consistent with this provision under Criterion B.

[52] Bay Area Air Quality Management District (BAAQMD). 2022. Website: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed June 3, 2022.

Electric Vehicle Charging Infrastructure Provision

In order to achieve compliance with electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2, the proposed project would need to include, at a minimum, four EV capable charging stations.[53] EV capable charging stations means the installation of a "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).[54] The inclusion of these features would contribute to an acceleration of EV adoption and facilitate an increase in EV and clean air and high-occupancy vehicle use by residents, employees, and visitors of the proposed project.

Project applicant-provided information indicates that the proposed project would include the required four EV capable charging stations and, as a result, would comply with this provision. At the time of writing, the proposed project would be required to provide four EV capable charging stations, but should more stringent CALGreen Tier 2 standards be adopted prior to the proposed project construction permit issuance, the proposed project would be required to provide the necessary amount. As such, the proposed project would be compliant with this provision under Criterion B.

Vehicle Miles Traveled Provision

As described in Section 2.17, Transportation, the proposed project would generate an estimated 82 trips during the weekend peak-hour. According to the Technical Procedures published by the Contra Costa Transportation Authority, the preparation of a Traffic Impact Analysis is not required since the proposed project would generate fewer than 100 peak-hour vehicle trips and is assumed to have a less than significant impact on local intersections. Instead, a focused TA was prepared to evaluate issues related to site access and internal circulation. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.[55] Therefore, the proposed project would achieve a reduction in project-generated VMT below the regional average consistent with a locally adopted SB 743 VMT target and would be compliant with this provision under Criterion B.

Project Construction

The proposed project's GHG emissions during construction and operation are presented for information purposes only and do not determine the potential project significance.

The proposed project would emit GHG emissions during construction from off-road equipment, worker vehicles, and material delivery and/or hauling. Detailed construction assumptions are provided in Appendix A. The BAAQMD does not presently provide a construction-related GHG

[53] California Green Building Code Standards. 2022. Website: 2019 California Green Building Standards code, Title 24, Part 11 with July 2021 Supplement - CHAPTER 5 (iccsafe.org). Accessed June 14, 2022.

[54] City of Sacramento. Electric Vehicle Infrastructure Requirements in CALGreen Building Code. 2020. Website: https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Building/Sacramento-Streamline/EV-Infrastructure-Reqs-in-CALGreen-Building-Code_April-2020.pdf?la=en. Accessed June 14, 2022.

[55] State of California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Website: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed October 1, 2021.

generation threshold but recommends that construction-generated GHGs be quantified and disclosed. Total GHG emissions generated during all phases of construction were combined and are presented in Table 13.

Table 13: Construction Greenhouse Gas Emissions

Construction Phase	MT CO_2e per year[1]
Site Preparation—2022	59.2
Grading—2022	27.7
Paving—2022	3.8
Building Construction—2022	203.3
Architectural Coating – 2022	1.4
Emissions Amortized Over 30 Years[2]	9.8
Total Construction Emissions	305.2

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
[1] Emissions are rounded to the nearest whole number
[2] Construction GHG emissions are amortized over the 30-year lifetime of the proposed project.
Source: CalEEMod Output (Appendix A).

As shown in Table 13, construction of the proposed project is estimated to generate approximately 305.2 MT CO_2e over the entire project construction duration. As discussed above, neither the City of Pittsburg nor the BAAQMD have an adopted thresholds of significance for construction-related GHG emissions. Because construction would be temporary and would not result in a permanent increase in emissions, the proposed project would not interfere with the implementation of AB 32 or SB 32.

Operation

Operational or long-term emissions occur over the life of a project. The major sources for operational GHG emissions include:

- **Motor Vehicles:** These emissions refer to exhaust-related GHG emissions from the cars and trucks that would travel to and from the project site. Vehicle trips associated with project operations would primarily include customer trips to and from the proposed project site. Trip generation rates used in estimating mobile source emissions were consistent with those presented in the traffic analysis prepared for the proposed project by W-Trans.[56] As described in the W-Trans Transportation Analysis, the proposed project is estimated to generate 110 weekend peak-hour trips, including 55 inbound trips and 55 outbound trips during the weekend peak-hour.[57] After extrapolating the peak-hour rates for Saturday and weekdays, it was estimated that the proposed project would generate a rate of 420 trips per day for weekdays and 1,095 daily trips on Saturday and Sunday.

[56] W-Trans. 2021. Focused Transportation for the Bluewave Carwash Express Project. July 28.
[57] Ibid.

- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site for heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the proposed project. PG&E is a utility providing electricity and natural gas service to Contra Costa County. The proposed project would receive natural gas through PG&E. The proposed project would be served with electricity generated and delivered by PG&E. GHG emissions from energy consumption were calculated using PG&E's electricity intensity factors for CO_2, N_2O, and CH_4.
- **Water Transport:** These emissions refer to those associated with the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.

The proposed project's operational emissions were estimated with CalEEMod Version 2020.4.0. CalEEMod assumes compliance with some, but not all, applicable State-level rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies. The reductions obtained from each regulation and the source of the reduction amount used in this analysis are described below.

The following State regulations are incorporated into the CalEEMod emission factors:

- Pavley I motor vehicle emission standards
- Low Carbon Fuel Standard
- 2016 Title 24 Energy Efficiency Standards[58]

The California Model Water Efficient Landscape Ordinance (Outdoor Water) has not been incorporated into the CalEEMod emission factors and requires alternative methods to account for emission reductions provided by the regulation.

CalEEMod generally treats these energy conservation measures as "mitigation measures," even though they are required through regulation. For the purposes of this analysis, these measures would be considered under the "unmitigated" project conditions.

As shown in Table 14, operation of the proposed project would generate approximately 468.5 MT CO_2e per year with incorporation of the amortized construction emissions, after full buildout in 2023. The majority of the proposed project's emissions would be from passenger vehicles accessing the project site. Emissions in future years would be reduced through an increase in the use of renewable sources of energy, turnover of older vehicles, introduction of cleaner fuels and implementation of more stringent emissions control technology.

[58] Even though the proposed project would be subject to the then-current Title 24 standards and requirements, the 2016 standards were utilized for purposes of a conservative analysis.

Table 14: Annual Operational GHG Emissions (Unmitigated)

Emission Source	Year 2023 Total Emissions (MT CO_2e per year)	Year 2030 Total Emissions (MT CO_2e per year)
Area	0.0	0.0
Energy	8.1	8.1
Mobile	450.5	367.4
Waste	6.9	6.9
Water	2.9	2.9
Amortized Construction Emissions	9.8	9.8
Total Project Emissions	**468.5**	**385.3**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent.
Unrounded results used to calculate totals.
Source of Emissions: CalEEMod Output (Appendix A).
Source of Threshold: Bay Area Air Quality Management District (BAAQMD) 2017.

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

Less than significant impact. The City of Pittsburg is currently in the process of developing a CAP, but has not finalized it.[59] As such, the proposed project shall be qualitatively assessed to determine whether it would be consistent with the Scoping Plan and Scoping Plan Update. Projects that are inconsistent or that conflict with the applicable plans would result in a significant project and cumulative impact unless mitigation was available to eliminate the inconsistency or conflict.

Scoping Plan

The Scoping Plan provides the State's overall GHG emissions reduction strategy and achieved its goal of reducing GHG emissions to 1990 levels by 2020. The State has adopted regulations described earlier in this section to implement the Scoping Plan measures and to achieve the emission reductions required. The majority of the Scoping Plan reduction measures apply at the State level and would not require specific actions at the lead agency level or project level. However, these measures, when implemented with regulations, may indirectly affect local government operations and development projects. Although the Scoping Plan ending year was in 2020, the goals that aim to reduce GHG emissions would still contribute toward reducing GHG emissions at the local level and consistency with existing General Plan goals and policies. Table 15 provides an analysis of the proposed project's consistency with the Scoping Plan measures. As shown, the proposed project is consistent with all applicable measures and would not conflict with the Scoping Plan.

[59] City of Pittsburg. Website: https://www.pittsburgca.gov/services/environmental-services/climate-action-pages. Accessed: November 17, 2021.

Table 15: Consistency with Scoping Plan Reduction Measures

Scoping Plan Reduction Measure	Project Consistency
California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade Program to provide a firm limit on emissions. Link the California Cap-and-Trade Program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. The existing Cap-and-Trade program would apply to sources that generate more than 25,000 MT CO_2e/year.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. However, vehicles accessing the residences and businesses at the project site would be subject to the standards.
Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** This is a measure for the State to adopt increasingly stringent energy efficiency standards. However, the proposed project would comply with the latest Title 24 energy efficiency standards.
Renewable Portfolio Standard. Achieve 33 percent renewable energy mix Statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency.
Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. However, the standard is applicable to the fuel used by vehicles that would access the project site.
Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	**Not applicable.** The proposed project, which would be constructed on an urban infill site, would be providing a service and jobs in close proximity to public transit to support growth in the region that is consistent with the Contra Costa County Transportation Authority Regional Transportation Plan (RTP).[1]
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project site.

Scoping Plan Reduction Measure	Project Consistency
Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The proposed project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Not applicable.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. Projects within the plan area will be able to take advantage of incentives that are in place at the time of construction.
Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. The standards would be applicable to the vehicles that access the project site.

Source:
[1] Contra Costa County Transportation Authority (CCCTA). 2020. Regional Transportation Plan. Website: https://ccta.net/planning/countywide-transportation-plan/. Accessed November 18, 2021.

As shown on Table 15, the proposed project is consistent with all applicable measures and would not conflict with the Scoping Plan.

Scoping Plan Update

The *2017 Climate Change Scoping Plan Update* builds upon the Scoping Plan by extending or expanding upon existing Scoping Plan measures. Table 15 provides an analysis of the proposed project consistency with the Scoping Plan Update measures.

Table 16: Consistency with 2017 Scoping Plan Update Scenario Policies

Scoping Plan Scenario Policy	Project Consistency
SB 350. Reduce GHG emissions in the electricity sector through the implementation of the 50 percent RPS, doubling of energy savings, and other actions as appropriate to achieve GHG emissions reductions planning targets in the Integrated Resource Plan (IRP) process.	**Not applicable.** This is a measure for the State to adopt increasingly stringent energy efficiency standards. However, the proposed project would comply with the latest Title 24 energy efficiency standards.
Low Carbon Fuel Standard (LCFS). Transition to cleaner/less-polluting fuels that have a lower carbon footprint.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. However, the standard is applicable to the fuel used by vehicles that would access the project site.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario). Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. However, vehicles accessing the project site would be subject to the standards.

Scoping Plan Scenario Policy	Project Consistency
SB 1383. Approve and Implement Short-Lived Climate Pollutant strategy to reduce highly potent GHGs.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency.
California Sustainable Freight Action Plan. Improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. The proposed project does not propose any freight developments.
Post-2020 Cap-and-Trade Program. Reduce GHGs across largest GHG emissions sources.	**Not applicable.** This is a Statewide measure that cannot be implemented by the proposed project applicant or lead agency. Furthermore, the Cap-and-Trade program would apply to sources that generate more than 25,000 MT CO_2e/year.

As shown in Table 16, the proposed project would not conflict with the Scoping Plan Scenario Policies set forth in the 2017 Climate Change Scoping Plan Update.

Summary

The proposed project would not conflict with the AB 32 Scoping Plan, SB 32 Scoping Plan Update, or any applicable regulations adopted by the State of California to reduce GHG emissions. In addition, the proposed project would comply with all mandatory local and regional measures applicable to the project. As such, the proposed project would not substantially conflict with existing California legislation adopted to reduce Statewide GHG emissions. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.9 Hazards and Hazardous Materials *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 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) 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Environmental Evaluation

Setting

The information in this section is based in part on a Phase I Environmental Site Assessment (Phase I ESA) conducted by Environmental Assessment Specialists, Inc. (EAS) on September 3, 2021, and is included as Appendix F of this Draft IS/MND.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. Construction activities would potentially require the routine transport, use, and disposal of small amounts of hazardous materials such as fuels, paints, or solvents, which are required during construction. Operational transport, use, or disposal of hazardous substances would be limited to small quantities as required for operation of the proposed project. The proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations related to transporting, using, or disposing hazardous materials, including Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act; federal Clean Air Act; and the Occupational Safety and Health Administration (OSHA) that regulates worker safety hazards. Construction activities that involve hazardous materials would be governed by several agencies, including Cal/EPA, Caltrans, California Division of Occupational Safety and Health (Cal/OSHA), California Department of Toxic Substances Control (DTSC), as well as applicable local regulations. Compliance with the provisions of these agencies would ensure that the routine transport, use, or disposal of hazardous materials does not create a significant hazard to the public. Therefore, impacts would be less than significant.

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?

Less than significant impact with mitigation incorporated. From 2002 to 2003, the project site was used as a construction yard and staging area for the development of the adjoining ARCO gasoline station and car wash. In 2010, the property was also a construction yard and staging area for the adjoining kidney dialysis center. While all construction equipment was removed, some raised soil and gravel piles as well as a stained bare soil area remain, likely associated with these construction periods. Because the project site would undergo extensive grading and soil removal as part of the construction of the proposed project, the Phase I ESA recommends that a program of subsurface sampling and testing be conducted in the raised soil and gravel piles, in the stained bare soil area, and throughout the remainder of the project site, prior to any ground disturbance or construction activities. As required by MM HAZ-1, a soil sampling work plan shall be prepared detailing the investigation activities to be performed at the project site to address potential soil contamination. In addition, MM HAZ-2 requires the applicant to conduct soil sampling as specified in the soil sampling work plan, complete any identified remediation actions, and submit evidence that any necessary remediation measures were completed. With implementation of MM HAZ-1 and MM HAZ-2, impacts related to contaminated soils would be less than significant.

Furthermore, the project site currently contains a water line that is eroded and contains asbestos. The applicant plans to cap off and abandon the water line. The Phase I ESA recommends that the presence of ACMs be confirmed through a program of sampling and testing. As required by MM HAZ-3, the applicant shall conduct asbestos and lead paint surveys prior to the disturbance or removal of the existing water line or any suspect ACMs and LBP. With implementation of MM HAZ-3, impacts related to ACMs and LBP would be less than significant.

The Phase I ESA recommends standard dust mitigation measures during any soil handling activities, and also recommends that during grading or excavation activities at the project site, construction personnel shall be made aware to look for unusual conditions that suggest buried debris or other potential adverse environmental conditions within the project site. If any abnormal soils are discovered during future redevelopment, such as stained soils, hydrocarbon odors, or any other unusual odors, all construction activities shall be stopped immediately and the City shall engage a qualified hazard materials firm be contacted for further assessment and monitoring. Standard BMPs for dust control are already included as MM AIR-1.

As discussed in Impact 2.9(a), the proposed project would require the routine transport, use, and disposal of small amounts of hazardous materials during construction and operation. However, these materials would be in limited quantities and would not pose a substantial risk to the public or the environment. The proposed project would not use or store large quantities of hazardous materials. Additionally, the proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations for the transportation, use, and storage of hazardous materials during construction-related activities that are designed to prevent the release of hazardous materials into the environment. Although construction of the proposed project could potentially result in the use of hazardous materials, quantities of these materials would not be significant enough to pose a substantial risk to the public or the environment. Once operational, the car wash would not use or store large quantities of hazardous materials. Compliance with existing regulations outlined in the General Plan and Municipal Code would ensure that the proposed project does not create a significant hazard to the public or the environment through upset or accident conditions. Therefore, impacts would be less than significant with mitigation incorporated.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact with mitigation incorporated. The nearest schools to the project site are Los Medanos College, located approximately 0.45 mile east of the project site; Martin Luther King, Jr. Junior High School, located approximately 0.35 mile north of the project site; Stoneman Elementary School, located approximately 0.24 mile southeast of the site; and Black Diamond High School, approximately 0.2 mile south of the site. However, as described above, construction activities would potentially require the routine transport, use, and disposal of small amounts of hazardous materials such as fuels, paints, or solvents, which are required during construction. Operational transport, use, or disposal of hazardous substances would be limited to small quantities as required for operation of the proposed project. Furthermore, implementation of MM HAZ-1 through MM HAZ-3 would ensure that any potential release of hazardous materials would be reduced to a less than significant level.

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?

No impact. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[60] No impact would occur.

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?

No impact. The nearest public or public use airport to the project site is Buchanan Field Airport, located 10 miles southeast of the project site at 550 Sally Ride Drive, Concord, CA. The project site is outside of the area affected by federal aviation regulations and the airport influence area and is therefore not subject to the noise and safety regulations pursuant to the Buchanan Field Airport Master Plan.[61] Therefore, the proposed project is not located within an airport land use plan or within an airport influence area or within 2 miles of a public or public use airport; there would be no impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan. The City adopted an Emergency Operations Plan in 2018 and the Health and Safety Element of the General Plan in 2001.[62,63] The project site is located along East Leland Road, which is a major roadway in the City. The project site is also 0.3 mile from SR-4. Therefore, the project site would have adequate access out of the City, should customers and employees need to evacuate.

The project site would be accessed via two two-way driveways on East Leland Road. The existing driveways are approximately 34.8–34.9 feet wide, which is above the City's required 20-foot minimum for a two-way driveway in a nonresidential area.[64] Therefore, the project site would have adequate emergency access and impacts would be less than significant.

---

[60] California Department of Toxic Substances Control (DTSC). Envirostor. 2021 Hazardous Waste and Substances Site List. Website: https://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&school_district=&orderby=upper%28business%5Fname%29. Accessed September 10, 2021.

[61] Contra Costa County Airport Land Use Commission. 2000. Contra Costa County Airport Land Use Compatibility Plan. Website: https://www.contracosta.ca.gov/DocumentCenter/View/851/Cover-Introduction-and-County-wide-Policies?bidId=. Accessed June 24, 2021.

[62] City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=10694. Accessed June 7, 2021.

[63] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision of the 21st Century. Chapter 10: Health and Safety. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=1390. Accessed June 7, 2021.

[64] City of Pittsburg. 2020. Pittsburg Municipal Code Chapter 18.78 Off-Street Parking and Loading. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg18/Pittsburg1878.html. Accessed June 7, 2021.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. The City is located in a Local Responsibility Area (LRA) in a Non-Very High Fire Hazard Severity Zone (VHFHSZ).[65] The site is located in a flat, urban, and built-up area, which precludes the possibility of wildfire risks being exacerbated because of slopes. Additionally, the proposed project would result in the removal of vegetation across the vacant site, further reducing the risk of wildfires. Impacts would be less than significant.

Mitigation Measures

MM HAZ-1 Prepare Soil Sampling Work Plan

Prior to issuance of a grading permit, the applicant shall retain a licensed professional to prepare a soil sampling work plan detailing the investigation activities to be performed at the project site to address potential soil contamination. The soil sampling work plan shall include a brief site history, rationale for sample locations, a map with sampling locations, a description of soil sampling procedures, a description of quality assurance/quality control procedures, and a description of reporting guidelines. The soil sampling work plan shall be submitted to the City or other designated oversight agency for review and approval.

MM HAZ-2 Conduct Soil Sampling and Complete any Identified Remediation Actions

Prior to the issuance of a grading permit, the applicant shall conduct soil sampling as specified in the soil sampling work plan identified in MM HAZ-1 and submit the results to the City or other designated oversight agency. The applicant shall also demonstrate completion of any remediation and/or off-haul required as a result of sampling conducted pursuant to the soil sampling work plan. The applicant shall submit evidence, such as a "No Further Action" letter issued by the regulatory oversite agency (e.g., Regional Water Quality Control Board [RWQCB], Contra Costa Environmental Health, or California Department of Toxic Substance Control [DTSC]).

MM HAZ-3 Conduct Asbestos and Lead Surveys Prior to Demolition

Prior to the issuance of a grading permit, the applicant shall retain a licensed professional to conduct asbestos and lead paint surveys and provide results report to the City. These surveys shall be conducted prior to the disturbance or removal of the existing water line or any suspect asbestos-containing materials (ACMs) and lead-based paint (LBP), and these materials shall be characterized for asbestos and lead by a reliable method. All activities involving ACM and LBP shall be conducted in accordance with governmental regulations, and all removal shall be conducted by properly licensed abatement contractors.

[65] California Department of Forestry and Fire Protection (CAL FIRE). 2009. Contra Costa County: Very High Fire Hazard Severity Zones in LRA As Recommended By CAL FIRE. Website: https://osfm.fire.ca.gov/media/6660/fhszl_map7.pdf. Accessed June 7, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.10 Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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?	☐	☐	☒	☐

Environmental Evaluation

Setting

"Point" sources, either fixed structures or land uses, can potentially affect surface and groundwater supplies by discharging into the local storm drain system. These discharges consist mostly of effluent from industrial facilities and municipal wastewater systems, and are regulated under the Federal Water Pollution Control Act of 1972, more commonly known as the Clean Water Act. Waste discharges are regulated through the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit. NPDES permits are required for stormwater

runoff in urban areas and are administered by the California Regional Water Quality Control Board (RWQCB).[66]

"Nonpoint" sources of pollution include general pollutants from streets, open areas, and urban lands. Runoff from these sources is generally not collected and directed into a wastewater treatment plant because it is difficult to regulate and manage. This includes runoff from roads and parking lots due to leaking cars and exhaust emissions.[67]

In order to address potential pollution sources, the City developed a set of BMPs in compliance with the NPDES permit. The focus of the BMPs is to ensure the City's water resources are not degraded by stormwater runoff.[68]

The developed portions of the Pittsburg Planning Area are within two major watersheds: the western portion of the Lawlor Creek watershed, which drains into Suisun Bay, and the central and eastern portions of the Kirker Creek watershed which drains into the New York Slough, which is located along the City's waterfront. The proposed project is part of the Kirker Creek watershed.[69]

The existing drainage system in the City is comprised primarily of channelized creeks fed by groundwater, surface runoff, and underground storm drains. The City maintains the system within incorporated areas. Development within the watersheds has the potential to lead to erosion of sediment and increases in surface water runoff entering the City's storm drainage system.[70]

Contra Costa Canal has the potential to become impaired if sedimentation were to occur from new upstream development. Obstruction of storm drains could cause sedimentation and debris to enter the Canal right-of-way, and potentially overtop into the Canal and/or exert pressure and damage the Canal lining or other facilities. This would result in contamination of CCWD's potable water supply.[71]

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact. Upon construction of the car wash station and associated vacuum stalls, the impervious areas of the project site would increase by approximately 40,202 square feet, to accommodate the car wash structure and to provide access and circulation through the project site. The proposed project may create sources of polluted runoff due to car leaks and exhaust in the parking lot, queueing areas, and operation of the car wash. However, the proposed project includes pervious areas associated with landscaping and a bioretention area to allow for infiltration and treatment before being discharged to the storm drain system. The total landscaped area would be 15,592-square-feet or 26.3 percent of the site. Runoff from the car wash tunnel would be sent to a

[66] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision for the 21st Century. Chapter 9: Resource Conservation. Website: https://www.pittsburgca.gov/home/showpublisheddocument/1391/637479142624630000. Accessed July 14, 2021.
[67] Ibid.
[68] Ibid.
[69] Ibid.
[70] Ibid.
[71] Ibid.

reclaimed water system. The water would undergo ozone treatment, be sent to a sand-oil separator, and be discharged into the sanitary sewer line. Runoff from the impervious area of the project that does not enter the landscaping and bioretention basin would continue to be conveyed to regional drainage facilities and then ultimately to the receiving waters. To address potential water contaminants, the proposed project is required to comply with applicable federal, State, and local water quality regulations.

The City of Pittsburg is a "Permittee" under the San Francisco Bay RWQCB for the NPDES Municipal Regional Stormwater Permit (MRP) (NPDES Permit No. CAS612008), implemented through the Contra Costa Clean Water Program (CCCWP). The San Francisco Bay RWQCB issued the first MRP in 2009; the MRP was reissued in November 2015. Provision C.3 in the 2015 MRP requires site designs for new developments and redevelopments to minimize the area of new roofs and paving and treat runoff, and in some cases, control the rates and durations of site runoff.

In accordance with Provision C.3, General Plan Policy 9-P-21 requires an assessment of downstream drainage and City stormwater facilities impacted by potential runoff as part of project review and CEQA documentation. This assessment would calculate potential sedimentation and runoff based on the maximum storm event and determine necessary capacity of the downstream drainage system. If the proposed project presents potential downstream sedimentation, runoff or flooding issues, additional mitigation would be required.[72]

The proposed project would be required to prepare and implement a SWPPP in accordance with applicable federal and State requirements. The SWPPP would identify BMPs that are intended to prevent erosion during construction activity. The proposed drainage and conveyance system is designed in accordance applicable State and local laws and regulations in order to reduce peak runoff volume, prevent inundating downstream waterways, and reduce pollutant loads. These construction and operational features would ensure the proposed project would not violate water quality standards.

Furthermore, the proposed project's incorporation of a bioretention area would be consistent with General Plan Policy 4-P-14 that encourages "man-made" drainage courses that drain into natural creeks rather than concrete channels.[73]

Per Chapter 13.28 of the Pittsburg Municipal Code, a stormwater control plan is required for every application for a development project.[74] Per Chapter 15.88 of the Pittsburg Municipal Code, surface runoff must be minimized as much as possible during all land-disturbing activities.[75] Chapter 18.84 of

[72] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision for the 21st Century. Chapter 4: Urban Design. Website: https://www.pittsburgca.gov/home/showpublisheddocument/1396/637479142624630000. Accessed July 13, 2021.
[73] Ibid.
[74] City of Pittsburg. City of Pittsburg Municipal Code Section 13.28.050. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg13/Pittsburg1328.html. Accessed July 14, 2021.
[75] City of Pittsburg. City of Pittsburg Municipal Code Section 15.88.030. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg15/Pittsburg1588.html. Accessed July 14, 2021.

the Municipal Code states that landscaping and irrigation must incorporate technology and practices to prevent runoff.[76]

The proposed project would comply with the aforementioned policies and code requirements, including the installation of landscaping and a bioretention area, to ensure that stormwater runoff would not exceed pre-project conditions, and that water quality standards and waste discharge requirements are met. As such, implementation of the proposed project would not substantially degrade surface or groundwater quality. Therefore, impacts to water quality would be less than significant.

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

Less than significant impact. The City obtains 13 percent of its water supply from two groundwater wells, with the remainder provided by the CCWD. The 2020 Urban Water Management Plan (2020 UWMP) states that the Pittsburg Groundwater Basin is not a critically overdrafted groundwater basin and groundwater levels in the basin have historically been stable because the majority of water demand has been met by surface water.

Under AB 2230, car washes must install, use, and maintain a water recycling system, as defined, that recycles and reuses at least 60 percent of the wash and rinse water, or to use recycled water provided by a water supply for at least 60 percent of its wash and rinse water. In 2015, 49 percent of Delta Diablo's treated wastewater was recycled for various uses. The project site would not have access to the recycled water supply and would be required to utilize its own water recycling system. However, the proposed project would recycle approximately 51.76 percent of its water with its own recycling system. While the car wash may use some groundwater supplies, the groundwater usage would be managed by the City. General water usage, and thus groundwater usage, would be reduced by the enacted of AB 2230. Furthermore, the proposed project would include a bioretention area which would help replenish groundwater supplies over time. Therefore, impacts would be less than significant.

c) Substantially alter the existing drainage pattern of 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;

Less than significant impact. Grading and site preparation for the project would create new drainage patterns, including surface runoff being directed to the bioretention area, and eventually to the City's existing storm drainage system. The proposed drainage plan was designed by a registered Civil Engineer to comply with C.3 requirements and local regulations to ensure proper conveyance of runoff and no net increase in off-site flow of stormwater (see Exhibit 8).

[76] City of Pittsburg. City of Pittsburg Municipal Code Chapter 18.84. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg18/Pittsburg1884.html. Accessed July 14, 2021.

Furthermore, the proposed project is subject to NPDES requirements as delineated in the MRP. Areas of 1 acre or more of disturbance are subject to preparing and implementing a SWPPP for the prevention of runoff during construction. The proposed project would also be required to comply with Chapter 15.88 of the Pittsburg Municipal Code, which requires that surface runoff be minimized as much as possible during ground-disturbing activities. Therefore, compliance with these policies would ensure that impacts would be less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than significant impact. According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL), the project site is not located within an area with flood risks.[77] While the nature of the proposed project would result in an increase of surface runoff, surface runoff would be conveyed to the bioretention area for pre-treatment before being conveyed to the City's storm drainage system. Impacts would be less than significant.

(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

Less than significant impact. As described above, stormwater would be properly retained, metered, and treated to ensure no net increase in flow from pre-project conditions. Therefore, the proposed project would not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

(iv) impede or redirect flood flows?

Less than significant impact. According to the FEMA NFHL, the project site is not located within an area with flood risks.[78] As a result, the proposed project would not impede or redirect flood flows. Impacts would be less than significant.

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

Less than significant impact. According to the FEMA NFHL, the project site is not located within an area with flood risks.[79]According to the Department of Conservation's California Tsunami Maps and Data, the project site would not be at risk in the event of a tsunami.[80] Therefore, impacts would be less than significant.

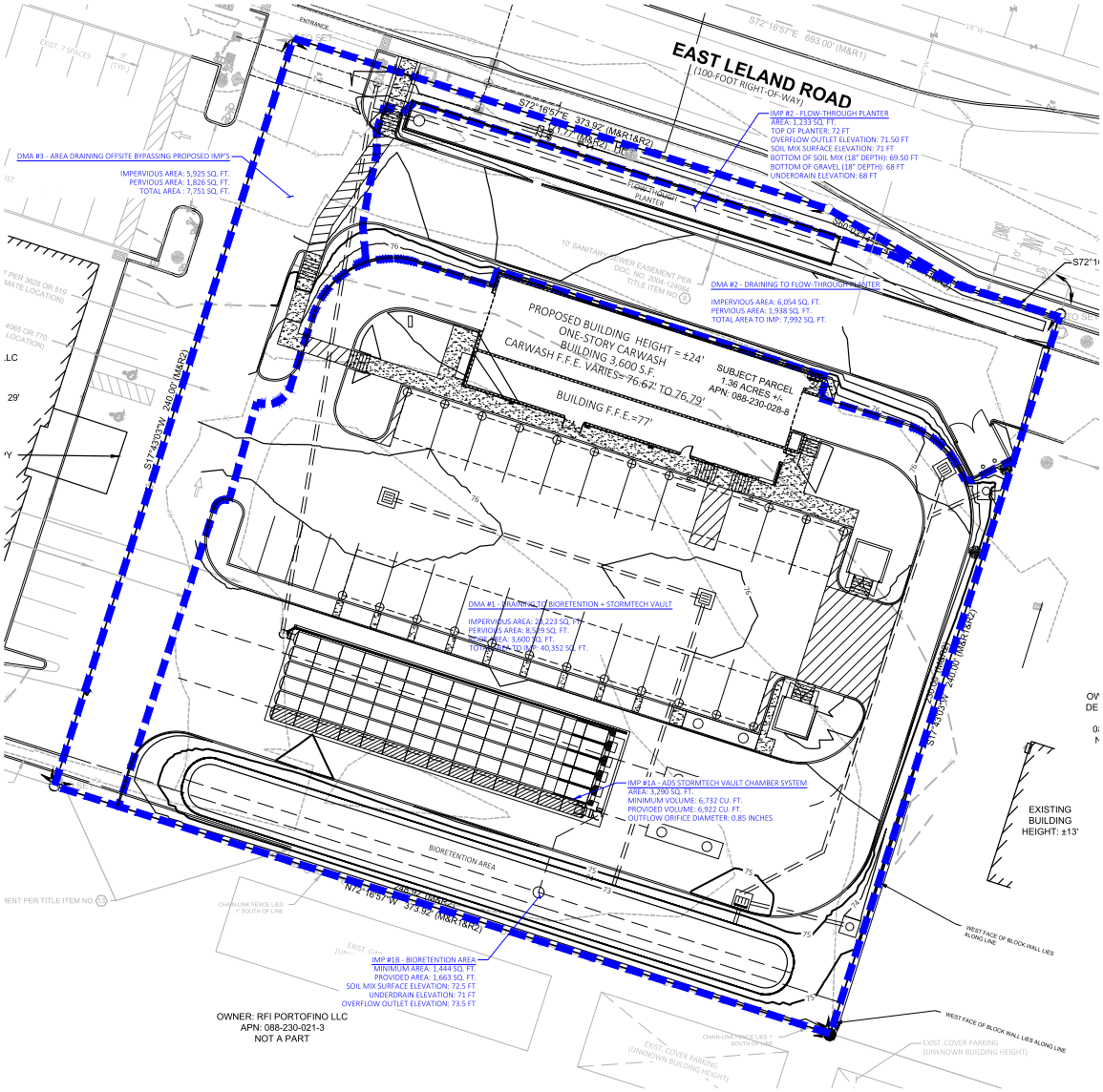
[77] Federal Emergency Management Agency (FEMA). 2021. FEMA National Flood Hazard Layer (NFHL) Viewer. Website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed July 14, 2021.
[78] Ibid.
[79] Ibid.
[80] California Department of Conservation. 2021. California Tsunami Maps and Data. Website: https://www.conservation.ca.gov/cgs/tsunami/maps. Accessed July 14, 2021.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The City is not subject to a sustainable groundwater management plan. The City is subject to the State Water Board's MRP and the proposed project is designed to comply with its requirements. The proposed project would also be consistent with the 2020 UWMP and, as described above, would also comply with applicable General Plan goals, policies, and mitigation measures. Impacts would be less than significant.

Mitigation Measures

No mitigation required.



Project Name: BlueWave Carwash
Project Type: Treatment and Flow Control
Location: Pittsburg
APN:
Drainage Area: 59200 sf
Mean Annual Precipitation: 14 in

I. Self-Treating Areas

DMA Name	Area (sq ft)
On-Site flows bypassing propsed IMP's	7751

IV. Areas Draining to IMPs

IMP Name: Stormtech (Soil Type: C)
IMP Type: Bioretention + Vault
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Impervious to Stormtech	28,223	Concrete or Asphalt	1.00	28,223				
Pervious to Stormtech	8,529	Landscape	0.50	4,265				
Roof to Stormtech	3,600	Conventional Roof	1.00	3,600				
			Total	36,088				
					Area	0.040	1.000	1,444	1,663
					Volume	0.152	1.227	6,732	6,922
							Maximum Underdrain Flow (cfs)		0.03
							Orifice Diameter (in)		0.85

IMP Name: Flow-Through Planter (Soil Type: C)
IMP Type: Flow-Through Planter
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Impervious to Flow-Through	6,054	Concrete or Asphalt	1.00	6,054				
Pervious to Flow-Through	1,938	Landscape	0.50	969				
			Total	7,023				
					Area	0.060	1.227	617	1,233
					Surface Volume	0.050	1.227	431	617
					Subsurface Volume	0.055	1.227	569	740
							Maximum Underdrain Flow (cfs)		0.01
							Orifice Diameter (in)		0.49

Source: CEI Engineering Associates, Inc., 6/17/2022.

FIRSTCARBON SOLUTIONS™

Exhibit 8
Stormwater Control Plan

THIS PAGE INTENTIONALLY LEFT BLANK

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning *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?	☐	☐	☒	☐

Environmental Evaluation

Setting

The project site consists of undeveloped land and a paved driveway. The project site is bound by residential homes, a fitness center and a restaurant (north), a gas station, convenience store, car wash, and commercial areas (east), multi-family residential homes (south), and a kidney dialysis center as well as multi-family residential homes (west).

The project site is designated Community Commercial by the General Plan. The Community Commercial designation is intended to provide sites for retail, shopping areas containing a wide variety of businesses, such as service stations, automobile sales and repair service.[81]

The Zoning Ordinance designates the project site as Community Commercial. Uses allowed in the Community Commercial zone include small residential; some governmental and quasi-public uses such as cultural institutions and public safety facilities; artist studios; banking services; some types of eating and drinking establishments; some types of food and beverage sales; business, administrative, and medical offices; personal services; some printing and publishing services; some retail and wholesale sales; bed and breakfast inns, some accessory uses; and temporary uses such as personal property sales.

Automobile washing is not permitted under the Community Commercial zone. The applicant is seeking approval of an overlay and a CUP to allow for the proposed car wash facility.

Would the project:

a) Physically divide an established community?

No impact. The physical division of an already established community typically refers to the construction of a linear feature, such as an interstate highway, railroad tracks, or removal of a means of access, such as a bridge, which would impact mobility within an existing community and an

[81] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision for the 21st Century. Chapter 2. Land Use. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=4674. Accessed August 19, 2021.

outlying area. The proposed project does not propose construction of any roadway or other structures that would physically divide any portion of the community.

The proposed project would consist of the development of a Blue Wave Car Wash facility on a site that is currently undeveloped, and which is located adjacent to a gas station that already includes an express car wash. The proposed project would be in the Community Commercial zone, which is designated for commercial uses. Therefore, impacts would be less than significant.

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?

Less than significant impact. The project site is within the Community Commercial zone, under which car wash uses are not permitted. The applicant is seeking approval of an overlay and a CUP to allow for the proposed car wash facility.

The proposed project, as designed, is consistent with the allowable building height, rear yard setback, and landscaping requirements. The project seeks approval for a 10-foot front yard setback, where the Community Commercial zone requires a 15-foot front yard setback. The project's proposed lot coverage would be 6.3 percent, where the Community Commercial zone identifies a maximum of 50 percent.

The proposed overlay and CUP are intended to achieve project consistency with the Pittsburg Zoning Ordinance and General Plan. In the absence of the overlay and CUP, the proposed project could not advance. When the proposed project itself entails approvals to achieve consistency, the current inconsistency is an element of the project itself, which then necessitates a legislative policy decision by the lead agency and does not signify a potential environmental effect. Impacts would be less than significant.

Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources *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?	☐	☐	☐	☒

Environmental Evaluation

Setting

The Resource Conservation Element of the General Plan outlines policies and strategies relating to mineral resources. Mineral resources primarily consist of sand and gravel, although the potential for oil and gas reserves also exists. The City was one of the only two places where coal was mined in San Francisco Bay, and has also historically supported sand mining. All mines in the City closed by 1949.[82] The historical remnants of the Black Diamond Mines Regional Preserve is located approximately 2.5 miles southeast of the project site.

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?

No impact. The General Plan states that, as of the 1949 mine closures, there are no significant mineral deposits or active mining operations in the City.[83] Therefore, the project site does not contain any known mineral resources and there are no active mineral extraction activities occurring on or near the site. Because the project site has no significant mineral deposits and no active mining operations, the proposed project would not result in the loss of availability of a known mineral resource. No impact would occur.

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?

No impact. According to the General Plan Land Use Map, the project site is not designated as a mineral resource recovery site. Additionally, the General Plan states that the site is not in an area with potential for mineral resources to occur. Therefore, the proposed project would not result in

[82] City of Pittsburg. 2020. General Plan, Resource Conservation Element. Page 9-2.
[83] City of Pittsburg. 2020. General Plan, Resource Conservation Element. Page 9-4.

the loss of a locally important mineral resource recovery site delineated in the General Plan or another local land use plan. No impact would occur.

Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 Noise *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?	☐	☐	☐	☒

Environmental Evaluation

Setting

This Noise Impact Analysis has been prepared by FCS to determine the off-site and on-site noise impacts associated with the proposed project.

The existing ambient noise levels on the project site were documented through a noise monitoring effort performed at the project site. The noise measurements were taken using a Larson-Davis Model LxT Type 2 precision sound level meter programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meter and microphone were held approximately 5 feet above the ground and were equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 150. The accuracy of the calibrator is maintained through a program established by the manufacturer and is traceable to the National Bureau of Standards. The unit meets the requirements of American National Standards Institute Standard S1.4-1984 and International Electrotechnical Commission (IEC) Standard 942: 1988 for Class 2 equipment. All noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4 1983 identified in Chapter 19.68.020.AA).

Three short-term noise measurements (10 minutes) were taken during the midday peak noise hour on Thursday June 29, 2022, between 11:10 a.m. and 12:20 p.m. The dominant noise sources in the project vicinity are traffic on local roadways, primarily from traffic on East Leland Road and Loveridge Road. Table 17 shows the summary of the noise measurement results.

Table 17: Existing Ambient Noise Levels in the Project Vicinity

Site Location	Location Description	dBA, L_{eq}	Primary Noise Sources
ST-1	Approximately 200 feet from edge of East Leland Road along east boundary of project site	51.8/57.9	Traffic
ST-2	Approximately 125 feet from edge of East Leland Road along east boundary of project site	56.1/74.7	Traffic and car wash operations
ST-3	Approximately 10 feet from edge of East Leland Road along east boundary of project site	62.5/75.6	Traffic and car wash operations

Notes:
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
Source: FirstCarbon Solutions (FCS) 2022.

Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the decibel (dB). The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Regulatory Framework

The project site is located within the City of Pittsburg, in Contra Costa County. The City of Pittsburg addresses noise in the Noise Element of the General Plan and the Municipal Code.

General Plan Pittsburg 2020: A Vision for the 21st Century

The City of Pittsburg adopted the amended General Plan Pittsburg 2020: A Vision for the 21st Century in November of 2001.[84] The objectives of the General Plan's Noise Element are to protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by preventing increased noise levels in the future.

The following General Plan noise policies are applicable to the Blue Wave Car Wash commercial development project:

12-P-7 Require the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques, for new development deemed to be noise generators.

12-P-8 Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.

12-P-9 Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.

City of Pittsburg Municipal Code

The City of Pittsburg has established noise performance standards and permissible hours for construction activities in the Municipal Code. These provisions are summarized below:

Noise (Section 9.44.010)

The operation of pile drivers, hammers, and similar equipment is prohibited between the hours of 10:00 p.m. and 7:00 a.m. In addition to these specific requirements set forth in the City's Municipal Code, development projects are required to meet the more restrictive standard stated above in Policy 12-P-9 of the Noise Element in the City's General Plan, which limits all loud noise-generating construction activities to between 8:00 a.m. and 5:00 p.m.

Performance Standards for All Uses (Section 18.82.040)

Activities such as deliveries and equipment idling occurring between 5:00 p.m. and 8:00 a.m. on properties (such as the project site) that are adjacent to a residential lot must be limited to 65 dBA as measured at the receiving property.

Would the project result in:

[84] City of Pittsburg. 2001. General Plan Pittsburg 2020. Chapter 12: Noise. Website: https://www.pittsburgca.gov/home/showpublisheddocument/1388/637479142624630000 Accessed July 21, 2021.

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?

Short-term Construction Impacts

Less than significant impact with mitigation incorporated. For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels in excess of the City's established standards applicable to construction noise.

General Plan Policy 12-P-9 limits the generation of loud noises on construction sites to the hours of 8:00 a.m. to 5:00 p.m. Section 9.44.010 of the Pittsburg Municipal Code prohibits the operation of pile drivers, hammers, and similar equipment between the hours of 10:00 p.m. and 7:00 a.m. Therefore, a significant impact would occur if: (1) noise-producing construction activities associated with implementation of the proposed project would occur outside of the hours permitted in the Noise Element of the General Plan; and/or (2) would result in generation of a substantial temporary increase in ambient noise levels outside of these hours, thereby resulting in annoyance or sleep disturbance of nearby sensitive receptors.

Noise impacts from construction activities associated with the project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Construction-related Traffic Noise

Noise impacts from construction activities associated with the project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. One type of short-term noise impacts that could occur during project construction would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site.

The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. Typically, a doubling of the Average Daily Traffic (ADT) hourly volumes on a roadway segment is required to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of noise discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Project-related construction trips would not double the hourly traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would be minor when averaged over a longer time and would not result in a perceptible increase in hourly- or daily average traffic noise levels in the project vicinity. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to the project site would be less than significant.

Construction Equipment Operational Noise

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers would not be used during construction of the proposed project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the project requires the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. The maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each bulldozer would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA L_{eq}.

The closest noise-sensitive receptors to the project site are the multi-family residential homes south of the project site. The façade of this residence would be located approximately 70 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously during site preparation of the proposed project site. At this distance, relative worst-case maximum construction noise levels would attenuate to 87 dBA L_{max}, with relative worst-case hourly average construction noise levels attenuating to below 83 dBA L_{eq} at this receptor.

The effect of proposed construction activities on longer-term (hourly or daily) ambient noise levels could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, restricting the permissible hours of construction to daytime hours would reduce the effects of construction activities on longer-term (hourly or daily) ambient noise levels, and it would reduce potential impacts that could result in annoyance or sleep disturbances at nearby sensitive receptors. Implementation of MM NOI-1, restricting construction-related activities to normal business hours of 8:00 a.m. to 5:00 p.m. Monday through Friday and requiring implementation of best management noise reduction techniques and practices, would ensure construction noise would not result in a substantial temporary increase in

ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, the impact would be less than significant with mitigation incorporated.

Operational/Stationary Source Noise Impacts

Less than significant impact. A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of any of the City's noise limits. The Pittsburg Municipal Code limits activities such as deliveries and equipment idling on properties to 65 dBA as measured at a receiving residential property line if these activities occur between 5:00 p.m. and 8:00 a.m. Therefore, for purposes of this analysis, an increase of 3 dBA or more above an hourly average of 65 dBA L_{eq} would be a substantial increase.

The project primary stationary noise sources would be the operation of new exterior mechanical equipment sources, including the turbine vacuum equipment operations. The facility would operate during the hours of 7:00 a.m. to 8:00 p.m., 7 days per week, 363 days per year. Customers would wait for approximately 3 minutes between payment and commencement of the car wash. The car wash would take approximately 3 minutes and vacuuming would take approximately 10 minutes.

Based on noise specifications for the proposed turbine vacuum equipment, operational noise levels range up to 60 dBA L_{eq} at 3-feet from the equipment. The sound level meter readings for the proposed model are included in the noise appendix of this document (Appendix G). The proposed vacuum equipment system would be located as close as 100 feet from the nearest residential receptor, which is the multi-family residential homes located directly south of the project site. At this distance, noise generated by the proposed turbine vacuum equipment operations would attenuate to below 30 dBA L_{eq} as measured at the property line adjacent to the nearest residential receptor. Even assuming a relative worst-case of the nearest vacuum bay operating continuously for a full hour, the resulting operational noise level would not exceed an hourly average of 30 dBA L_{eq}.

While car wash noise levels are audible from both sides of the tunnel, the loudest noise levels are associated with the dryer blower activities at the tunnel exit. Measured noise levels from similar carwash blower operations are documented to range from 70 dBA to 83 dBA L_{eq} as measured at 40 feet from the equipment. This equipment will be located inside the carwash tunnel exit. This exit is located over 200 feet from the nearest residential receptor, which is the multi-family residential homes located directly south of the project site. The tunnel exit will block the line of sight to the blower equipment which will provide a minimum 6 dBA shielding reduction in these operational noise levels. At this distance and assuming the minimum shielding provided by the tunnel structure, noise generated by the carwash blower equipment operations would attenuate to below 61 dBA L_{max} as measured at the property line adjacent to the nearest residential receptor.

As shown in Table 17, existing daytime ambient noise levels on the project site are documented to average from 51.8 dBA to 62.5 dBA L_{eq}, with maximum recorded noise levels from 57.9 dBA to 75.6 dBA L_{max}. Therefore, the proposed maximum operational noise levels from the blower equipment operations would be similar to the noise levels currently experienced on the project site and would not constitute a substantial increase in ambient noise levels above levels existing without the project. Furthermore, if the blowers were to operate continuously for a full hour, the resulting hourly

average noise level would be 61 dBA L_{eq} as measured at the at the property line adjacent to the nearest residential receptor. Therefore, implementation of the project would not result in noise levels in excess of the City's hourly average 65 dBA L_{eq} exterior noise limit threshold as measured at the property line adjacent to the nearest residential receptor, and the impact of mechanical equipment operational noise levels on sensitive off-site receptors would be less than significant.

Operational/Mobile Source Noise Impacts

Less than significant impact. A significant impact would occur if implementation of the proposed project would result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project. Typically, a doubling of the ADT hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels, which as discussed in the characteristics of nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Therefore, for purposes of this analysis, a doubling of the existing ADT volumes would result in a substantial permanent increase in traffic noise levels.

Based on the traffic analysis prepared for the project, the project would generate an average of 82 trips during the weekend peak-hour along East Leland Road.[85] These average daily project trips would not result in a doubling of the average hourly or daily trips along this roadway segment or any other roadway segments in the project vicinity. Therefore, the increase in traffic noise resulting from project operations would not be perceptible along any roadway segment in the project vicinity. Therefore, implementation of the project would not result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project.

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

Less than significant impact. A significant impact would occur if the project would generate groundborne vibration or groundborne noise levels in excess of established standards. The City of Pittsburg has not adopted criteria for groundborne vibration impacts. Therefore, for purposes of this analysis, the Federal Transit Administration (FTA) vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in the Transit Noise and Vibration Impact Assessment Manual.[86]

This section analyzes both construction and operational groundborne vibration and noise impacts. Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. Groundborne noise is generated when vibrating building components radiate sound, or noise generated by groundborne vibration. In general, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels.

[85] W-Trans. 2021. Draft Focused Transportation Analysis for the Blue Wave Carwash Express Project.

[86] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf Accessed July 21, 2021.

Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects such as the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 microinch per second. To distinguish these vibration levels referenced in decibels from noise levels referenced in decibels, the unit is written as "VdB."

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). For purposes of this analysis, project-related construction vibration impacts are expressed in terms of PPV.

Short-term Construction Vibration Impacts

Of the variety of equipment that would be used during construction, small vibratory rollers would produce the greatest groundborne vibration levels. Impact equipment such as pile drivers would not be used during construction of this project. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The nearest off-site receptor to the project construction footprint are the multi-family residential units located south of the project site. The façade of this closest structure would be located approximately 40 feet from the construction footprint of the proposed project where heavy construction equipment could operate. At this distance, groundborne vibration levels would range up to 0.05 PPV from operation of the types of equipment that would produce the highest vibration levels. This is well below the FTA's Construction Vibration Impact Criteria of 0.2 PPV for this type of structure, a building of non-engineered timber and masonry construction. Therefore, project construction activities would not generate groundborne vibration or groundborne noise levels in excess of established standards and the impact of short-term groundborne vibration associated with construction to off-site receptors would be less than significant.

Operational Vibration Impacts

Implementation of the project would not include any new permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. Additionally, there are no active sources of groundborne vibration in the project vicinity that would produce vibration levels that would be perceptible without instruments within the project site. Therefore, there would be no impact related to operational groundborne vibration.

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?

No impact. The nearest public use airport to the project site is the Buchanan Field Airport, located approximately 10 miles southeast of the project site at 550 Sally Ride Drive in Concord. Because of the orientation of the airport runways, the project site is located outside of both airport's 65 dBA

CNEL airport noise contours. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people residing or working near the project to excessive noise levels. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

Mitigation Measures

Project construction activity noise could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors unless they are restricted to daytime hours. Implementation of MM NOI-1 would ensure construction noise would be reduced to a less than significant level with implementation of the following multi-part mitigation measure.

MM NOI-1 To reduce potential impacts related to construction noise, the proposed project shall restrict construction-related activities to normal business hours of 8:00 a.m. to 5:00 p.m. Monday through Friday. The proposed project shall also implement the following construction period noise abatement measures and Best Management Practices (BMPs):

- The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment.
- The construction contractor shall select quiet construction equipment, particularly air compressors, whenever feasible.
- The construction contractor shall locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible.
- The construction contractor shall prohibit unnecessary idling of internal combustion engines.
- The construction contractor shall designate a single point of contact for all noise complaints who shall be responsible for responding to any local complaints about construction noise. This contact would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures, consistent with this mitigation measure, warranted to correct the problem. A telephone number for the point of contact shall be conspicuously posted at the construction site.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.14 Population and Housing *Would the 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?	☐	☐	☐	☒

Environmental Evaluation

Setting

According to the California Department of Finance, the City of Pittsburg's estimated population for 2021 is approximately 74,498.[87]

Would the 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)?

No impact. The proposed project would not include any residential dwelling units or new roads and infrastructure that could induce substantial population growth. Because there are no residential units proposed, buildout of the proposed project would not contribute to or exceed the City's projected population numbers. Therefore, the proposed project would not induce unplanned population growth either directly or indirectly. Thus, no impact would occur.

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

No impact. The project site does not contain any residential structures; therefore, the proposed project would not result in any displacement of people or housing. No impact would occur.

Mitigation Measures

No mitigation required.

[87] Department of Finance. 2021. E-1 Population Estimates for Cities, Counties, and State—January 1,2020 and 2021. https://dof.ca.gov/Forecasting/Demographics/Estimates/e-1/. Accessed on June 09, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Environmental Evaluation

Setting

Fire protection services are provided to the Pittsburg Planning area by the Contra Costa County Fire Protection District (CCCFPD) and a total of four fire stations—Stations 84, 85,86, and 87—currently serve the City and Bay Point. [88]

Law enforcement services are provided by the Pittsburg Police Department.

The nearest schools to the project site are Los Medanos College, located approximately 0.45 mile east of the project site; Martin Luther King Jr. Junior High School, located approximately 0.35 mile north of the project site; Stoneman Elementary School, located approximately 0.24 mile southeast of the site; and Black Diamond High School, approximately 0.2 mile south of the site. There are currently 312 park facilities within the City of Pittsburg. The nearest park to the project site is the Buchanan Park, located approximately 0.9 mile southwest of the project site.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The CCCFPD provides fire protection services to the City. The proposed project would be served by the nearest fire station, Contra Costa Fire Station 85, located approximately 800 feet southeast of the project site, or an approximately 4-minute drive. The

[88] City of Pittsburg. 2020. General Plan, Public Facilities. Page 11-14

proposed project would generate a very low call volume, and CCCFPD did not identify any potential issues or challenges associated with the proposed car wash operation.[89] Additionally, the proposed project would be required to comply with the required development fees and operational permits, which would facilitate the CCCFPD to maintain its capacity to serve the proposed project. Therefore, impacts associated with fire protection services would be less than significant.

b) Police protection?

Less than significant impact. Police protection services are provided by the Pittsburg Police Department located at 65 Civic Avenue, an approximately 1.9 miles from the project site. The Police Department provides law enforcement services to the City's Planning Area and would serve the proposed project. The operation of a car wash on the project site would generate only a minimal increase in the demand for police protection services. Therefore, impacts associated with police services would be less than significant.

c) Schools?

No impact. As discussed in Impact 2.14(a), the proposed project would not induce substantial population growth. Because the proposed project would not induce population growth in the City, buildout of the proposed project would not contribute to an increased number of students or an increased demand for school facilities. No impact would occur.

d) Parks?

No impact. The nearest park or recreational facility is the Buchanan Park, located approximately 0.9 mile southwest of the site at 4150 Harbor Street. Buchanan Park is currently the third largest community park in the City at 16 acres, and is planning a 3.8-acre expansion. Buchanan's facilities include the Sullenberger Swim Center, a community center, and bocce courts. As discussed in Impact 2.14(a), the proposed project would not result in substantial population growth. Therefore, the proposed project would not contribute to an increased demand for park facilities and would not result in the need for new or expanded park facilities. As stated above, there are currently 312 park facilities in the City. The proposed project would not result in any improvements that would potentially affect this park or other recreational facilities or services. Therefore, there would be no impacts.

e) Other public facilities?

No impact. The nearest public library to the project site is Pittsburg Library–Contra Costa County Library, located approximately 1.2 miles northwest of the site at 80 Power Avenue. The proposed project would not induce unplanned population growth. Therefore, the proposed project would not increase the demand for other public facilities. No impact would occur.

[89] Dutter, Tracie. Fire Prevention Captain, Contra Costa County Fire Prevention District (CCCFPD): email. Dated October 6, 2021.

Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.16 Recreation				
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?	☐	☐	☐	☒

Environmental Evaluation

Setting

The nearest park or recreational facility is the Buchanan Park, located approximately 0.9 mile southwest of the site at 4150 Harbor Street in Adelanto. Buchanan Park is currently the third largest community park in the City at 16-acres, and is planning a 3.8-acre expansion. Buchanan's facilities include the Sullenberger Swim Center, a community center, and bocce courts.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. As previously discussed in Section 2.14, Population and Housing, the proposed project would not induce population growth in the City, and would not therefore increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

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?

No impact. The proposed project does not include recreational facilities. Because the proposed project would not induce population growth, it would not require the construction or expansion of any existing recreational facilities. No impact would occur.

Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.17 Transportation *Would the 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?	☐	☐	☒	☐

Environmental Evaluation

Setting

The following analysis is based in part on the Transportation Analysis (TA) dated June 18, 2021, prepared by W-Trans, which is included in Appendix H.[90]

Changes to the CEQA Guidelines were adopted in December 2018 to implement SB 743. Guideline 15064.3, which describes criteria for evaluating a project's transportation impacts, provides that VMT is generally "the most appropriate measure of transportation impacts," and that except for roadway capacity projects, a project's effect on traffic delays "shall not constitute a significant environmental impact." These provisions went into effect July 1, 2020. While Guideline 15064.3 governs a lead agency's assessment of traffic impacts under CEQA, it does not preclude a discussion of Level of Service (LOS) for informational purposes or other traffic analysis based on general plan or zoning standards, or on other agency policies.

Therefore, findings from the TA are provided in this report in order to evaluate traffic impacts in support of General Plan consistency.

In the City of Pittsburg, East Leland Road is a four-lane arterial that runs east–west between Railroad Avenue and Century Boulevard. Along the project site frontage, the roadway has a speed limit of 40 miles per hour (mph) and two 11-foot vehicle travel lanes in each direction separated by a raised median. It also has a 5-foot bicycle lane and continuous sidewalk in both directions of travel.

Would the project:

[90] W-Trans. 2021. Draft Focused Transportation Analysis for the Blue Wave Car Wash Express Project. June 18.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact with mitigation incorporated. The proposed project is a car wash facility. Therefore transit, bicycle, and pedestrian facilities would not be used to access to project site. The TA estimated trip generation and analyzed the potential vehicle site access and circulation deficiencies that may result from development of the proposed project.

Site Access

General Plan Policy 7-P-11 states that driveways should be combined to serve small parcels so that traffic turning into parking areas does not stack up on arterial roadways such as Leland Road. The proposed project would be consistent with this policy as it would include two shared driveways: one with the adjacent kidney dialysis center and one with the adjacent gas station.

Trip Generation

The peak-hour for the proposed project is anticipated to occur during the weekend midday, which is common for similar land uses. Because the project site is vacant, no existing trips were identified. Some portion of traffic associated with the car wash would be drawn from existing traffic on East Leland Road. These vehicle trips are not considered "new," but would instead be comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop and are referred to as “pass-by.” To provide a conservative estimate, it was assumed that 25 percent of the proposed car wash trips would be pass-by trips, which is lower than the pass-by trip percentage of 44 percent for the Gasoline Service Station land use. With pass-by trips taken into account, the proposed project would generate an estimated average of 82 trips during the weekend peak-hour. According to the Technical Procedures published by the Contra Costa Transportation Authority, the preparation of a Traffic Impact Analysis is not required since the proposed project would generate fewer than 100 peak-hour vehicle trips and is assumed to have a less than significant impact on local intersections. Instead, a focused TA was prepared to evaluate issues related to site access, and internal circulation. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.[91]

On-site Circulation

The access and circulation associated with the project site was assessed to determine whether the site’s layout would provide adequate space and drive aisles for vehicles to maneuver throughout the site. Based on a review of the site plan, the internal drive aisle that connects the driveway to the car wash pay stations would have three one-way lanes and a width of 47 feet, which would provide adequate space for vehicles to transition to a single 14-foot lane to access the car vacuum or car wash facility. There would also be a bi-directional 30-foot-wide drive aisle between the self-service vacuum stalls, which would allow customers to effectively maneuver their vehicles into and out of each service stall. Per Municipal Code Section 18.78.050; Parking Facility Design Standards, the

[91] State of California Governor’s Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Website: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed October 1, 2021.

required minimum width of a two-way traffic drive aisle providing access to perpendicular parking spaces is 25 feet. The project drive aisle would meet this requirement.

The transitional area between the pay stations and car wash tunnel includes a relatively small area where three lanes merge into a single lane. To minimize the potential for conflicts if multiple vehicles exit the pay area simultaneously, the TA recommended MM TRANS-1 to install a gate at the exit of each pay station which is intended to control and spread out the movement of vehicles between these two areas. Incorporation of this mitigation measure would ensure that vehicle access and internal circulation within the project site would be adequate. Therefore, impacts would be less than significant with mitigation incorporated.

Queueing Analysis

A queueing analysis was conducted to identify the potential queueing of vehicles accessing the project site and to determine whether vehicles waiting to access the car wash would spill back onto East Leland Road.

The 95th percentile queue is generally applied as the acceptable limit for on-site circulation impacts. To assess the potential queueing for the site, factors such as the storage capacity, arrival rate and service rate were considered. The arrival rate is defined as the number of patrons arriving at the facility per hour. The maximum arrival rate for the proposed project would be 55 vehicles per hour. Similarly, the service rate is defined as the number of patrons served within an hour. The applied service rate was based on data regarding the typical time needed to completely service each vehicle.

It was assumed that the queueing area at the three pay stations has the capacity for 24 vehicles before the queue would spill back into the shared drive aisle. The TA calculated a 95th percentile queue length of 10 vehicles given average a maximum per hour arrival rates, which could be easily accommodated by the pay station queue lanes.

If the car wash facility is in use when a customer is at the pay station, they would wait in line within the driveway between the pay station and the car wash entrance, or wait for their turn in one of the three lanes approaching the pay stations. The 175-foot drive aisle connecting the pay stations and the entrance to the car wash tunnel could accommodate a queue of seven vehicles. The TA calculated a 95th percentile queue length approaching the car wash entrance of seven vehicles, which is equal to the storage capacity of the drive aisle between the pay stations and car wash entrance.

The vacuum area consists of 22 self-service spaces. These spaces could serve at least 88 cars per hour, given that vacuuming is estimated to take approximately 15 minutes. Therefore, the 22-space service area would provide adequate capacity since the serving capacity of 132 cars per hour is greater than the trip generation of 55 cars per hour. This is a conservative analysis since it is recognized that only a portion of all customers purchasing a car wash would also use the vacuum service.

The proposed on-site vehicle storage capacity is adequate to accommodate the vehicle queue in all areas of the site and no spillover onto East Leland Road is anticipated. Impacts would be less than significant.

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

Less than significant impact. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3(b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA.

Screening Thresholds

Screening thresholds can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. The three types of screening thresholds include Transit Priority Area (TPA), Low VMT Area, and Project Type, as discussed below. A land use project need only to meet one of the screening thresholds to result in a less than significant impact.

TPA Screening

Projects located within a TPA (i.e., within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Projects that are located within 0.5 mile of an existing major transit stop or along a high-quality transit corridor meet the TPA screening threshold.

Low VMT Area Screening

Residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) would tend to exhibit similarly low VMT.[92] A project meets this screening threshold if the project site is located within a low VMT-generating zone.

Project Type Screening

Retail and service development projects typically redistribute shopping and service trips rather than creating new trips. By adding retail opportunities and thereby improving retail and service destination proximity, these types of projects tend to shorten trips and reduce VMT. Thus, projects that serve the local community almost exclusively would meet the intent of the Project Type screening criteria.

The proposed project does not meet the screening thresholds for TPA or Low VMT Areas. The proposed project meets the Project Type screening criteria because it would primarily serve the local community. A project need only to meet one of the screening thresholds to result in a less than

[92] State of California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December. Website: https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed July 12, 2021.

significant impact. The proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b), because the proposed project meets the screening criteria related to Project Type; therefore, impacts related to VMT would be less than significant.

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

Less than significant with mitigation incorporated. Since East Leland Road has a posted speed limit of 40 mph, the recommended stopping sight distance is 300 feet. Sight distance at the proposed project driveway extends over 300 feet to the west along level and unobstructed terrain and therefore, is adequate based on existing conditions. MM TRANS-2 requires that any trees and vegetation near the proposed project driveway on East Leland Road be trimmed as necessary to maintain adequate sight distance at the driveway. Impacts would be less than significant with mitigation incorporated.

d) Result in inadequate emergency access?

Less than significant impact. Emergency response vehicles would be able to access the site via the proposed project driveway on East Leland Road. The proposed 35-foot-wide driveway and drive aisles meet current City standards and would accommodate the access requirements for both emergency and passenger vehicles. Therefore, emergency access would operate acceptably and impacts would be less than significant.

Mitigation Measures

MM TRANS-1 The project design shall include a gate at each pay station to control vehicle movements and alleviate the potential for conflicts. The gate shall be installed and operational prior to the issuance of the occupancy permit.

MM TRANS-2 On an ongoing basis, the applicant shall trim any trees and vegetation near the proposed project driveway on East Leland Road to maintain adequate sight distance at the driveway.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	☐	☐	☐	☒

Environmental Evaluation

Setting

The proposed project would obtain water from the CCWD. The proposed project's wastewater would be treated by Delta Diablo.[93] Mt. Diablo Resource Recovery would provide solid waste services for the project site.[94] PG&E would provide electricity to the project site.[95]

The information in this section is based, in part on correspondence with Blue Wave Car Wash utility service providers. Correspondence consisted of response to an inquiry sent via email and web portal to public service providers on August 22, 2021. Responses were provided to FCS between August 30, 2021, and September 10, 2021.

[93] Delta Diablo Sanitation District (Delta Diablo). Home. Website: https://www.deltadiablo.org/. Accessed June 21, 2021.
[94] Mt. Diablo Resource Recovery. Home. Website: https://mdrr.com/. Accessed June 3, 2021.
[95] Pacific Gas and Electric Company (PG&E). Website: https://www.pge.com/en_US/about-pge/about-pge.page. Accessed June 21, 2021.

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. The City is within the service area of CCWD and purchases Central Valley Project (CVP) water from CCWD, who is its wholesale supplier. CCWD diverts water from the Contra Costa Canal. Between 85 percent and 95 percent of the City's current water supply is received from CCWD pursuant to a contractual agreement that allows the City to receive a supply of water as is necessary to meet its needs. However, this supply of water is subject to rationing restrictions in the event of a water shortage or other extraordinary circumstances.[96]

The City currently operates two groundwater wells, which extract and deliver groundwater to be blended and treated at the Pittsburg Water Treatment Plant. The remaining potable water supply is obtained from these groundwater wells.

In 2020, the City's water demand was 9,232 acre-feet. The City's total water supply for 2020 was 9,343 acre-feet. In 2025, the projected water supply is 12,691 acre-feet and in 2030, the City's projected supply is 13,690 acre-feet. The City's projected water demand is 11,342 acre-feet in 2025 and 12,341 and acre-feet in 2030. The projected supply in exceeds the projected demand by 1,349 acre-feet in both 2025 and 2030.[97] The proposed project's water use would be approximately 190.4 acre-feet per year for the car wash tunnel and employee bathroom(s). Given that approximately 51.76 percent of this water would be reclaimed on-site, the proposed project would use approximately 98.6 acre-feet of the City's water supply annually. Given that the City is expected to have a surplus in water supply by approximately 1,349 acre-feet through the year 2030, the City has capacity to provide water to the proposed project. The proposed project would include some landscaping along the northern, southern, and eastern boundaries of the project site, which would require some additional water consumption. In an email from CCWD, received by FCS on August 30, 2021, CCWD stated that the proposed project would not require the relocation or expansion of water delivery as a result of the proposed project. They did not recommend mitigation measures.

The existing on-site water line is eroded and contains asbestos. The eroded water line would be capped off and abandoned. Impacts related to the existing on-site water line are discussed in Section 2.9, Hazards and Hazardous Materials. As a result, the proposed project would require the construction of a new on-site water line, which would connect to the existing water line located under the median on East Leland Road. Impacts related to the construction of the water line are discussed in Section 2.3, Air Quality.

The proposed project would utilize a sanitary sewer located in East Leland Road. Wastewater would be treated by Delta Diablo. In 2008, Delta Diablo implemented a Sewer System Management Plan (SSMP) pursuant to State Water Board Order 2006-0003, Statewide General Discharge Requirements

[96] City of Pittsburg. 2020. City of Pittsburg 2020 Urban Water Management Plan Final Draft. Website: https://www.pittsburgca.gov/home/showpublisheddocument/13176/637636628161070000. Accessed October 1, 2021.
[97] Ibid.

of Sanitary Sewer Systems. The goal of the SSMP is to minimize the frequency and severity of sanitary sewer overflows. The SSMP covers the management, planning, design, operation, and maintenance of Delta Diablo's sanitary sewer system. A portion of the treated water is used by the City as non-potable recycled water, predominantly for irrigation and industrial water customers; however, recycled water is not currently available at the project site. In 2020, Delta Diablo collected 14,528 acre-feet of wastewater, with approximately 50 percent of the treated wastewater used for recycled supply for various uses. A majority of the recycled water is used for cooling water at energy centers and for irrigation purposes at local parks. The remaining recycled water is delivered to 18 connections throughout the City's service area for schools, parks, and roadway medians. The remaining treated wastewater is disposed of through a river outfall into the Delta at New York Slough. Currently the Delta Diablo Wastewater Treatment Plant (WWTP) has an average dry weather flow permitted capacity of 19.5 million gallons per day (mgd) or approximately 21,843 acre-feet per year (AFY).[98] Given that Delta Diablo collected 14,528 acre-feet in 2020, there is remaining capacity of approximately 7,315 AFY. The proposed project is expected to generate approximately 98.6 acre-feet of wastewater per year. Therefore, the proposed project would not require any unplanned expansion of wastewater treatment facilities.

The proposed project would utilize the existing storm drain on East Leland Road. Furthermore, a bioretention area would be located on the southern end of the proposed project. Therefore, there would be adequate stormwater drainage on-site.

The project site would be serviced by PG&E for electricity and gas. As a default, customers currently get 50 percent renewable energy from MCE. Customers can opt to use up to 100 percent renewable energy or they can opt out of the MCE program entirely. The local electric utility, PG&E, continues to provide energy delivery, metering, and billing services as before. The proposed project would connect to existing overhead electric lines, and telephone line on East Leland Road. No off-site construction of utilities would be required. Therefore, impacts would be less than significant.

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

Less than significant impact. As previously discussed, between 85 percent and 95 percent of the City's current water supply is received from CCWD, which diverts water from the CCWD's Contra Costa Canal. The remaining potable water supply is obtained from the City's two groundwater wells. In 2020, the City's water demand was 9,232 acre-feet. The City's total water supply for 2020 was 9,343 acre-feet. In 2025, the projected water supply is 12,691 acre-feet and in 2030, the City's projected supply is 13,690 acre-feet. The City's projected water demand is 11,342 acre-feet in 2025 and 12,341 acre-feet in 2030. The projected supply exceeds the projected demand by 1,349 acre-feet in both 2025 and 2030.[99] The proposed project's water use would be approximately 190.4 AFY for the car wash tunnel and employee bathroom(s). Given that approximately 51.76 percent of this water would be reclaimed on-site, the proposed project would use approximately 98.6 acre-feet of the City's water supply annually. Given that the City is expected to have a surplus in water supply by

[98] City of Pittsburg. 2020. City of Pittsburg 2020 Urban Water Management Plan Final Draft. Website: https://www.pittsburgca.gov/home/showpublisheddocument/13176/637636628161070000. Accessed October 1, 2021.
[99] Ibid.

approximately 1,349 acre-feet through the year 2030, the City has capacity to provide water to the proposed project. The proposed project would include some landscaping along the northern, southern, and eastern boundaries of the project site, which would require some additional water consumption. In an email from CCWD, received by FCS on August 30, 2021, CCWD stated that they have the current capacity to serve the proposed project. They did not recommend any mitigation measures.

The City has developed a multiple-stage water rationing plan for implementation during declared water shortages and catastrophic supply interruptions. The rationing plan includes voluntary and mandatory measures, depending on the severity of the shortage. Based on reliability data provided by CCWD, the City's water reliability under multiple dry years in the near term is estimated in the 2020 UWMP for the years 2025, 2030, 2035, 2040, and 2045. Because groundwater and recycled water are not as susceptible to short-term climatic changes as surface water, the reliability of the groundwater and recycled water supplies over those 3 years was assumed to be 100 percent. For the years estimated, a predicted 100 percent of potable water supply is available for normal years, single dry years, and multiple dry years up to three multiple dry years. In a fifth consecutive dry year scenario, in the year 2045, the City would still be able to provide approximately 95 percent of the water demand.[100] Thus, the City of Pittsburg has sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

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?

Less than significant impact. As previously discussed, the proposed project would utilize a sanitary sewer located in East Leland Road. Wastewater from the City of Pittsburg is treated by the Delta Diablo WWTP. A portion of the treated water is used by the City as non-potable recycled water, predominantly for irrigation and industrial water customers. In 2020, the Delta Diablo WWTP collected 14,528 acre-feet of wastewater, with approximately 50 percent of the treated wastewater used for recycled supply for various uses. The remaining treated wastewater is disposed of through a river outfall into the Delta at New York Slough. Currently the Delta Diablo WWTP has an average dry weather capacity of 19.5 mgd.[101] The proposed project would generate approximately 98.6 AFY of wastewater or approximately 0.27 mgd, which represents approximately 1.3 percent of the total daily capacity at the Delta Diablo WWTP. Therefore, Delta Diablo WWTP has adequate capacity to serve the proposed project's projected wastewater demand. Impacts would be less than significant.

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?

Less than significant impact. Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violates federal, State, and local statutes and regulations.

[100] City of Pittsburg. 2020. City of Pittsburg 2020 Urban Water Management Plan Final Draft. Website: https://www.pittsburgca.gov/home/showpublisheddocument/13176/637636628161070000. Accessed October 1, 2021.
[101] Ibid.

The proposed project consists of a car wash facility. Solid waste collection is provided through private contracts with Mt. Diablo Resources Recovery (MDRR). MDRR operates a Recycling Center and Transfer Station (RCTS) at 1300 Loveridge Road in the City of Pittsburg, approximately 1.3 miles northeast of the project site. On September 10, 2021, MDRR confirmed in an email to FCS that MDRR would serve the project site. After waste is sorted at the RCTS, trash is transported to Keller Canyon Landfill, located at 901 Bailey Road in Pittsburg. Keller Canyon Landfill has a daily permitted throughput, of 3,500 tons per day. As of 2004, the remaining capacity was 63,408,410 cubic yards.[102] The maximum permitted capacity of the facility is 75,018,280 cubic yards. The landfill is expected to cease operation in the year 2050.

During construction, the proposed project would not require the demolition of any existing structures because none currently exist on the project site. Construction of the proposed project would generate an estimated 3,120 cubic yards of solid waste, which is approximately 650.52 tons.[103,104] This is approximately 1.8 percent of the daily permitted throughput of Keller Canyon Landfill. Additionally, Section 8.10.050 of the Municipal Code requires that the project comply with the California Green Building Standards Code requirements, which requires a percentage of construction debris to be recycled, reused, or otherwise diverted from landfill disposal.[105] Therefore, there would be sufficient capacity to dispose of construction waste resulting from the proposed project.

During project operation, the proposed project is estimated to generate solid waste typical of the proposed use. The proposed project includes a drive-through car wash facility, including a vehicle wash tunnel with a floor area of 3,600 square feet. The project is estimated to generate approximately 6 cubic yards of dumpster service, three times per week.

Municipal Code Section 8.06.040 requires that all property owners and occupants separate and recycle all recyclables from the solid waste at all premises.[106] Per Municipal Code Section 8.09.010 and AB 1826, commercial premises that generate 4 cubic yards or more of solid waste per week must participate in mandatory organics diversion.[107] Therefore, the proposed project would be required to divert organic waste as a condition of approval.

Considering the current landfill throughput capacity and low volume of waste generated by the proposed project at operation, the proposed project is not estimated to exceed landfill capacity and would not result in violations of federal, State, and local statutes and regulations related to solid waste.

---

[102] California Department of Resources Recycling and Recovery (CalRecycle). 1995,2019. SWIS Facility/Site Activity Details. Keller Canyon Landfill (07-AA-0032). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4407?siteID=228. Accessed July 15, 2022

[103] Contra Costa County. Volume to Weight Conversion Table for Construction and Demolition Debris. Website: https://www.contracosta.ca.gov/DocumentCenter/View/49316/Volume-to-Weight-Conversion-Table?bidId=. Accessed August 8, 2022.

[104] .2085 tons per cubic yards*3,120 cubic yards = 650.52 tons

[105] City of Pittsburg. 2021. Pittsburg Municipal Code. Chapter 8.10 Collection of Organic Refuse. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0809.html. Accessed July 15, 2022.

[106] City of Pittsburg. 2021. Pittsburg Municipal Code. Chapter 8.09 Collection of Organic Refuse. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0809.html. Accessed July 15, 2022.

[107] Ibid.

Lastly, Municipal Code Section 8.10.070 requires projects that involve over 2,500 square feet of construction to submit a waste management plan as part of the project application packet.[108]

Therefore, the disposal of solid waste resulting from project construction and operation would have less than significant impacts.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No impact. As stated above, the Municipal Code requires all businesses to recycle. The proposed project would be required to comply as a standard project condition of approval. Per Municipal Code Section 8.09.010 and AB 1826, commercial premises that generate 2 cubic yards or more of solid waste per week must participate in mandatory organics diversion.[109] The proposed project would generate approximately 18 cubic yards of solid waste per week. As such, the proposed project is required to comply with AB 1826. Therefore, no impact would occur.

Mitigation Measures

No mitigation required.

[108] City of Pittsburg 2021. Pittsburg Municipal Code. Chapter 8.10 Collection of Organic Refuse. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0809.html. Accessed July 14, 2022.

[109] City of Pittsburg 2021. Pittsburg Municipal Code. Chapter 8.10 Collection of Organic Refuse. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0809.html. Accessed July 14, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.19 Wildfire *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 downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Environmental Evaluation

Setting

A State Responsibility Area (SRA) is an area of the State in which the financial responsibility of preventing and suppressing fires has been determined by the California Department of Forestry and Fire Protection (CAL FIRE) pursuant to Public Resources Code Section 4125, to be primarily the responsibility of the State. The proposed project is not located in an SRA.[110] An LRA is an area designated by CAL FIRE pursuant to Government Code Section 51178 that is not within an SRA and is managed at the local level. The project site is not located in a designated VHFHSZ in an LRA.[111]

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. As previously discussed in response to Impact 2.9(f) in Section 2.9, Hazards and Hazardous Materials, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan. The City of Pittsburg adopted an Emergency

[110] California Department of Forestry and Fire Protection (CAL FIRE). 2009. Contra Costa County: Very High Fire Hazard Severity Zones in LRA As Recommended By CAL FIRE. Website: https://osfm.fire.ca.gov/media/6660/fhszl_map7.pdf. Accessed June 7, 2021.
[111] Ibid.

Operations Plan in 2018 and the Health and Safety Element of the General Plan in 2001.[112,113] However, neither document contains information about evacuation routes. The project site is located along East Leland Road, which is a major roadway in the City. The project site is also 0.3 mile from SR-4. Therefore, the project site would have adequate access out of the City, should customers and employees need to evacuate.

The project site would be accessed via two two-way driveways on East Leland Road. The existing driveways are approximately 34.8–34.9 feet wide, which is above the City's required 20-foot minimum for a two-way driveway in a nonresidential area.[114] Therefore, the project site would have adequate emergency access.

The proposed project includes three drive-through lanes wrapping around the project site, which would reduce interference with any emergency traffic on East Leland Road. Emergency response vehicles would be able to access the site via the driveway on East Leland Road. The existing 35-foot-wide driveway and drive aisles meet current City standards and would accommodate the access requirements for both emergency and passenger vehicles. Therefore, the proposed project would not significantly interfere with emergency traffic.

The proposed project would generate a very low call volume, and the CCCFPD did not identify any potential issues or challenges associated with the proposed car wash operation.[115] Therefore, impacts would be less than significant.

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?

Less than significant impact. The Emergency Operations Plan states that there is a potential for wildfires in the County. The risk of wildfire increases due to climate change because of longer dry periods over longer fire seasons. There is also risk of a fire in an urban area caused by wildfires, earthquakes, gas leaks, chemical explosions, or arson.[116]

The City of Pittsburg is located in an LRA in a non-VHFHSZ.[117] Additionally, the proposed project would require the removal of undeveloped lands and vegetation, reducing the risk of wildfires. The site is located in a flat, urban, and built-up area, which precludes the possibility of wildfire risks being exacerbating because of slopes.

The proposed project would be reviewed and approved by the CCCFPD. Because the project site is

[112] City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=10694. Accessed June 7, 2021.
[113] City of Pittsburg. 2001. General Plan Pittsburg 2020: A Vision of the 21st Century. Chapter 10: Health and Safety. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=1390. Accessed June 7, 2021.
[114] City of Pittsburg. 2020. Pittsburg Municipal Code Chapter 18.78 Off-Street Parking and Loading. Website: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg18/Pittsburg1878.html. Accessed June 7, 2021.
[115] Dutter, Tracie. Fire Prevention Captain, Contra Costa County Fire Prevention District (CCCFPD): email. Dated October 6, 2021.
[116] City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=10694. Accessed June 7, 2021.
[117] California Department of Forestry and Fire Protection (CAL FIRE). 2009. Contra Costa County: Very High Fire Hazard Severity Zones in LRA As Recommended By CAL FIRE. Website: https://osfm.fire.ca.gov/media/6660/fhszl_map7.pdf. Accessed June 7, 2021.

not in an area that is at risk of wildland fires as designated by CAL FIRE, is located near developed areas, would require removal of undeveloped lands and vegetation, and would not affect CCCFPD response times, impacts would be less than significant.

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?

Less than significant impact. The proposed project would consist of new construction on a currently vacant and undeveloped site. The proposed project would connect to existing underground water lines, overhead electric lines, a storm drain, sanitary sewer, and telephone lines on East Leland Road. No off-site construction of utilities would be required. Additionally, the proposed project would follow all requirements of the CBC and the City of Pittsburg Fire Code. Therefore, infrastructure resulting from the proposed project would not exacerbate fire risks. Impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than significant impact. The Emergency Operations Plan states that there is a potential for wildfires in the County. [118] However, the potential for wildfires is no greater at the project site than in the surrounding areas and the rest of the City, and the project site is not in a fire hazard zone as defined by CAL FIRE. Additionally, the project site is flat and is not near any slopes. Additionally, the site is located in Zone X as mapped by FEMA, which is defined as an area of minimal flood hazard.[119] Therefore, because the project site does not have slopes and is not in a special flood hazard area, the project site would not be at risk of downstream or downslope flooding or landslides and slope instability. Impacts would be less than significant.

Mitigation Measures

No mitigation required.

[118] City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=10694. Accessed June 7, 2021.

[119] Federal Emergency Management Agency (FEMA). 2015. FEMA Flood Map Service: Search By Address. Website: https://msc.fema.gov/portal/search?AddressQuery=Seneca%20Road%2C%20Adelanto%2C%20CA#searchresultsanchor. Accessed June 8, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.20 Mandatory Findings of Significance				
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?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

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?

Less than significant impact with mitigation incorporated. A significant impact may occur if a project would have an identified potentially significant impact for any of the above issues. Based on the discussion provided in Section 2.4, Biological Resources, the proposed project's impacts related to both special-status species and wetland habitat would be less than significant with mitigation incorporated. Because of the potential for special-status wildlife species to occur on the project site (burrowing owl, Swainson's hawk, golden eagle, western red bat, and white-tailed kite as well as other nesting birds), MM BIO-1a through MM BIO-1e would be implemented. Implementation of MM BIO-1a through MM BIO-1e would reduce impacts to special-status species.

With mitigation, the proposed project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the age range of a rare or endangered plant or animal. Therefore, potential impacts to biological resources would be less than significant with mitigation incorporated.

Based on the discussion provided in Section 2.5, Cultural Resources, the proposed project would not cause a substantial adverse change in the significance of a historical resource. However, there is a low potential that ground-disturbing activities associated with project construction could result in the discovery of previously undiscovered archaeological resources. Implementation of MM CUL-1 would ensure that potential impacts on archaeological resources are reduced to a less than significant level. Additionally, there is a low potential that subsurface construction activities such as grading or trenching could potentially damage or destroy previously undiscovered human remains. MM CUL-2 specifies the procedures to follow in the event human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of MM CUL-2 would reduce potential impacts on human remains to a less than significant level. Implementation of MM CUL-1 and MM CUL-2 would also reduce any impacts on TCRs.

Based on the discussion provided above, with implementation of the mitigation measures, the proposed project would not 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. Therefore, impacts would be less than significant with incorporation of MM BIO-1a through MM BIO-1e, MM CUL-1, and MM CUL-2.

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

Less than significant impact with mitigation incorporated. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The analysis presented in this Draft IS/MND included a review of proposed project's potential impacts related to air quality, biological resources, cultural resources, noise, and transportation, among other environmental issue areas. As presented throughout this Draft IS/MND, the proposed project's cumulative impacts would be either less than significant or there would be no impacts.

Based on the discussion provided in Section 2.3, Air Quality, the proposed project could have a significant impact related to compliance with the BAAQMD 2017 Clean Air Plan, a cumulatively considerable net increase of a criteria pollutant, and exposure of sensitive receptors to substantial pollutant concentrations. However, incorporation of MM AIR-1 and AIR-2 would reduce the proposed project's impacts to less than significant.

Based on the discussion provided in Section 2.7, Geology and Soils, the proposed project could have a significant impact on paleontological resources. However, incorporation of MM GEO-1 would reduce the proposed project's impacts to less than significant.

Based on the discussion provided in Section 2.9, Hazards and Hazardous Materials, the proposed project could release hazardous materials into the environment. However, incorporation of MM HAZ-1, MM HAZ-2, and MM HAZ-3 would reduce the proposed project's impacts to less than significant.

Based on the discussion provided in Section 2.13, Noise, the proposed project could generate 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. However, incorporation of MM NOI-1 would reduce the proposed project's impacts to less than significant.

The TA presented herein determined that impacts could occur related to on-site circulation and geometric design feature hazards. However, incorporation of MM TRANS-1 and MM TRANS-2 would reduce the proposed project's impacts to less than significant.

Implementation of MM AIR-1, MM AIR-2, MM BIO-1a through MM BIO-1e, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM NOI-1, MM TRANS-1, and MM TRANS-2 would reduce the proposed project's impacts to less than significant. No additional mitigation measures would be required to reduce cumulative impacts. Therefore, with implementation of the specified mitigation measures, the proposed project would cause less than significant cumulative impacts.

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

Less than significant impact with mitigation incorporated. Based on the discussion provided in the Project Description and the responses to Sections 2.1 through 2.19 of this Draft IS/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the proposed project's potential impacts would be mitigated to a less than significant level. Therefore, with implementation of MM AIR-1, MM AIR-2 MM BIO-1a through MM BIO-1e, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM NOI-1, MM TRANS-1, and MM TRANS-2, the proposed project would not result in substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Implementation of MM AIR-1, MM AIR-2, MM BIO-1a, MM BIO-1b, MM BIO-1c, MM BIO-1d, MM BIO-1e, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM NOI-1, MM TRANS-1, and MM TRANS-2.

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 3: LIST OF PREPARERS

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
Phone: 925.357.2562

Project Director ..... Mary Bean
Project Manager ..... Lisa Davison
Legal Counsel ..... Megan Starr, JD
Director of Cultural Resources ..... Dana DePietro, PhD, RPA
Archaeologist ..... Stefanie Griffin
Archaeologist ..... Ti Ngo
Archaeology Field Technician ..... Natalie Adame
Director of Noise and Air Quality ..... Phil Ault, LEED™ AP
Air Quality Scientist ..... Kimber Johnson
Air Quality Associate ..... Spencer Pignotti
Senior Biologist ..... Bernard Warzecha
Biologist ..... Robert Carroll
Biologist ..... Alec Villanueva
Environmental Analyst ..... Maddie Dolan
Environmental Analyst ..... Regan Del Rosario
Publications Manager ..... Susie Harris
Word Processor ..... Melissa Ramirez
GIS/Graphics ..... Karlee McCracken

Environmental Assessment Specialists, Inc.—Phase I ESA
71 San Marino Avenue
Ventura, California 93003
eas@kimproust.com
Phone: 805.650.0949

W-Trans, Traffic Consultants—Transportation Analysis
7901 Oakport Street, Suite 1500
Oakland, CA 94621
mspencer@w-trans.com

THIS PAGE INTENTIONALLY LEFT BLANK