



DRAFT

Quick Quack Car Wash Project
Initial Study/Mitigated Negative Declaration
City of Pittsburg, Contra Costa County, California

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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
Air Basin	San Francisco Bay Area Air Basin
AQP	Air Quality Plan
ARB	California Air Resources Board
ASCE	American Society of Civil Engineers
ASF	age sensitivity factors
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BERD	California Built Environment Resource Directory
BGS	below ground surface
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAV	Clean Air Vehicle
CBC	California Building Standards Code
CCCYPD	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
CDP	Census Designated Place
CEQA	California Environmental Quality Act

CGS	California Geological Survey
CH ₄	methane
CNDDDB	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 ₂ e	carbon dioxide equivalent
COPC	constituent of potential concern
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CTF	Cleaner Technology and Fuels
CVP	Central Valley Project
dB	decibel
dBA	A-weighted decibel
DBR	daily breathing rates
Delta Diablo	Delta Diablo Sanitation District
DMA	drainage management area
CNEL	Community Noise Equivalent Level
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
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
EQ Zapp	California Earthquake Hazards Zone Application
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

HMP	Hazard Mitigation Plan
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Condition
HVAC	heating, ventilation, and air conditioning
IPaC	Information Planning and Consultation
IRP	Integrated Resource Plan
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
L _{dn}	day/night average noise level
LED	light-emitting diode
L _{eq}	equivalent noise/sound level
LID	Low Impact Development
L _{max}	maximum noise/sound level
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
N ₂ O	nitrous oxide
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	California 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 less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
RCTS	Recycling Center and Transfer Station
REC	Recognized Environmental Conditions
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
SO ₂	sulfur dioxide
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
UP	Use Permit

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
WEAP	Worker Environmental Awareness Program
WWTP	Wastewater Treatment Plant

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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 resulting from implementing the proposed Quick Quack 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 preparing 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

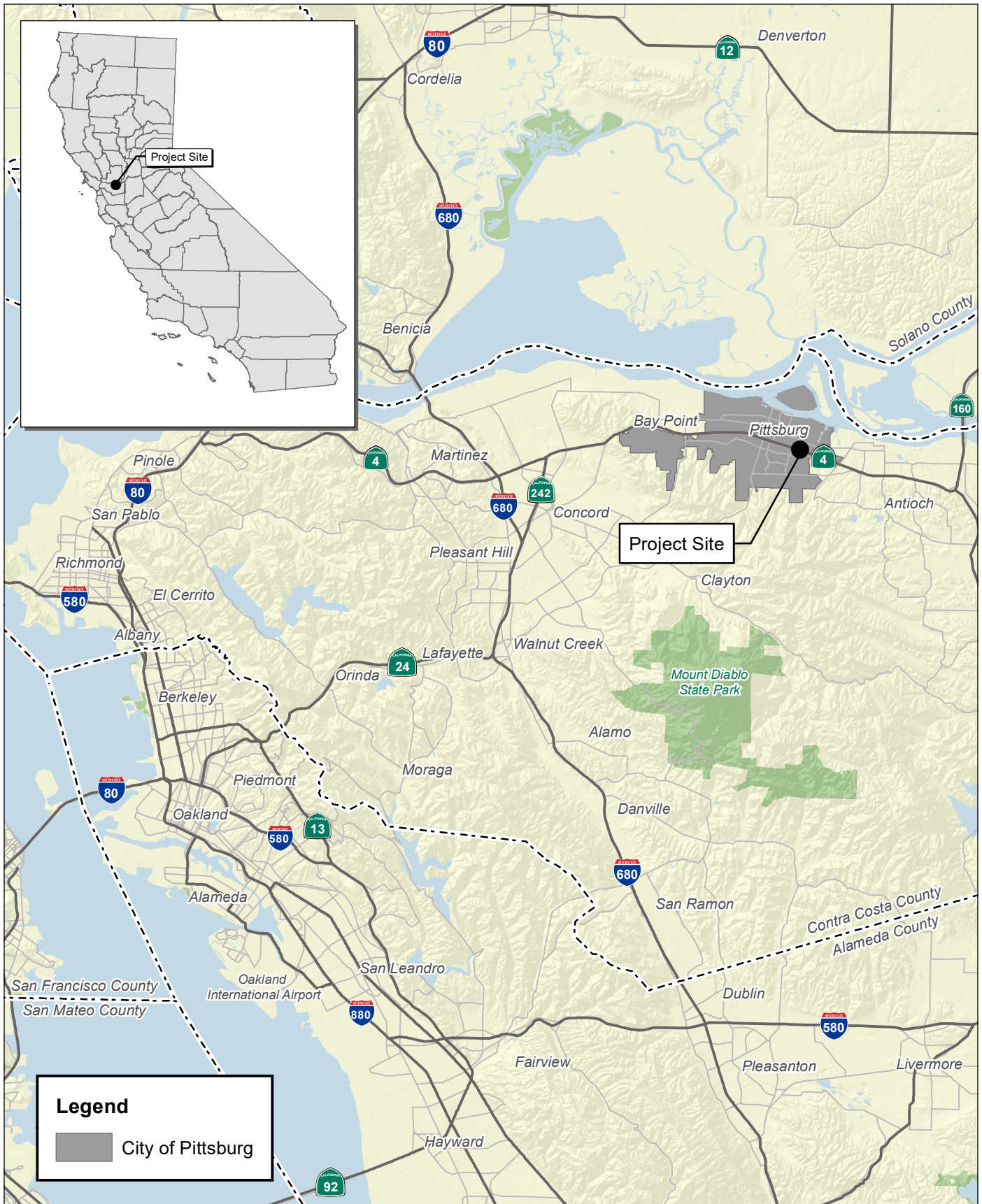
The project site is located on North Park Boulevard near Loveridge Road in the eastern portion of the City of Pittsburg (City), in northern Contra Costa County, California (Exhibit 1 and Exhibit 2). The approximately 0.9-acre site is located on the north side of North Park Boulevard, just east of Loveridge 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) 088-151-045. The proposed project would encompass a portion (.90 acres) of an irregularly shaped 11.79-acre parcel. The parcel includes a segment of North Park Boulevard, a private road effectively functioning as a public road. The site is currently vacant and undeveloped. Electric transmission lines run along the North Park Boulevard frontage. An approximately 80-foot-tall commercial sign for the North Park Plaza is located along the eastern project boundary of the proposed project area.

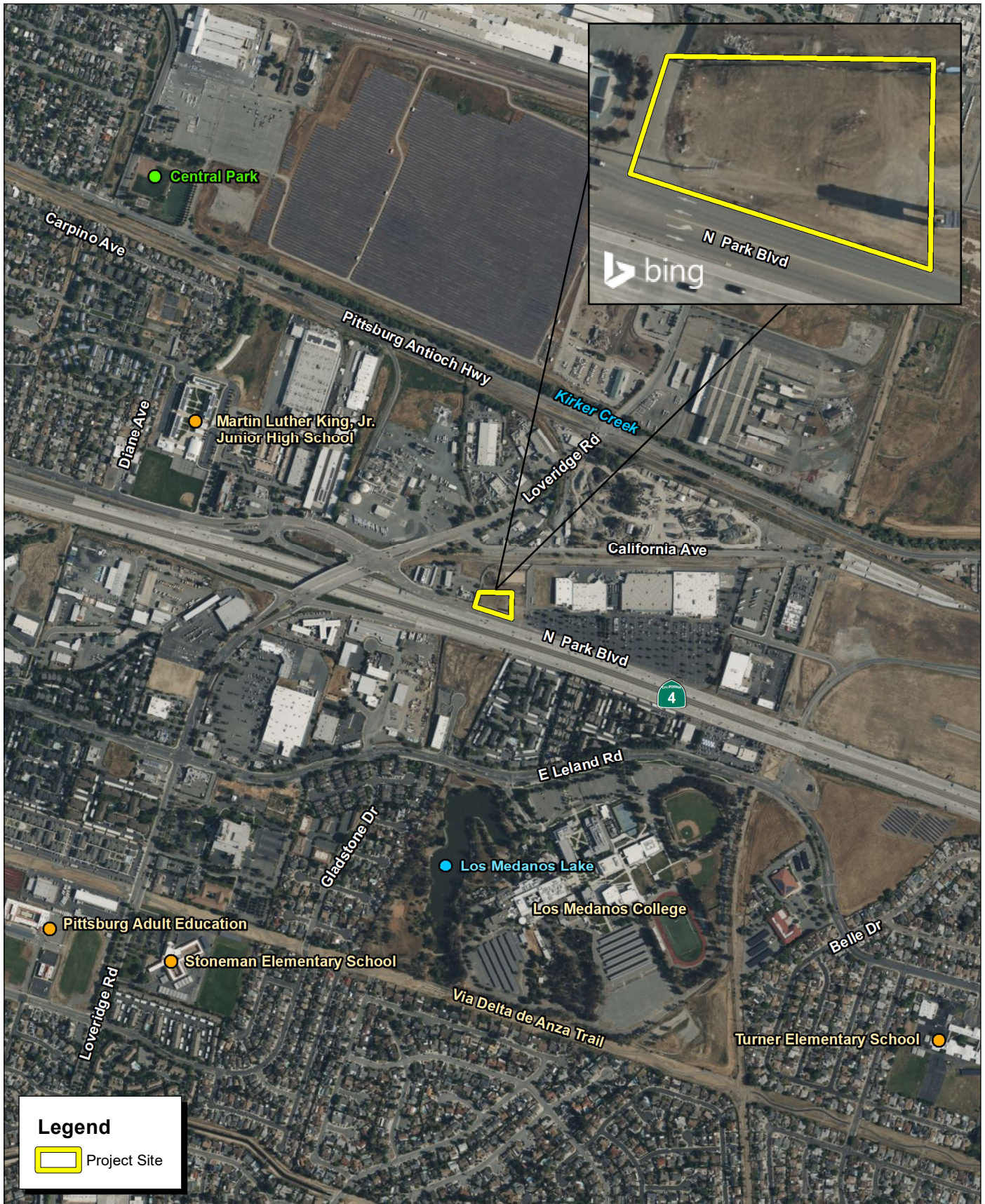
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Source: Census 2000 Data, The California Spatial Information Library (CaSIL). Contra Costa County.



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Source: Bing Aerial Imagery. TAIT & Associates, Inc., September 2024. County of Contra Costa.



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Project Site

Exhibit 3 contains photos of the site and surroundings. According to the City of Pittsburg General Plan Land Use Map and Zoning Map (Exhibit 4), the site is designated Regional Commercial¹ (Exhibit 4) and is zoned Community Commercial² (Exhibit 5).

Surrounding Land Uses

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

North: Directly north of the site is a dialysis center. Abandoned railroad tracks and California Avenue are farther to the north, with construction storage uses located beyond.

East: East of the site is the North Park Plaza shopping mall, containing Island Pacific Supermarket and Seafood, The Home Depot, KeyMe Locksmiths, Furniture Store, and WinCo Foods.

South: South of the proposed site is North Park Boulevard and SR-4, with residential uses to the south of SR-4.

West: West of the proposed site is WOW! Smiles Orthodontist, Sonic Drive-In, Big O Tires, and the intersection of North Park Boulevard and Loveridge Road.

1.4 - Project Description

Quick Quack Car Wash (applicant) proposes to develop a car wash building and associated improvements along North Park Boulevard, located within the Community Commercial District (Exhibit 6). Project entitlements include a Zoning Map Amendment to establish a Limited Overlay District, a Use Permit (UP), a Design Review, and a Sign Review—Sign Exception permit. The Commercial Design Review will address the following:

- One 3,588-square-foot commercial self-service car wash
- One 2,457-square-foot vacuum canopy
- One 286-square-foot pay station canopy
- One 260-square-foot corrugated metal, detached trash enclosure
- Customer and employee vehicle parking
- Associated site landscaping, hardscaping, and improvements
- Install four wall signs and one monument sign

¹ City of Pittsburg General Plan Land Use Map and Zoning Map. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/4674/637479142624630000>. Accessed September 13, 2024.

² City of Pittsburg. 2010. City of Pittsburg Zoning. Website: <https://cityofpittsburg.maps.arcgis.com/apps/webappviewer/index.html?id=54f347e4fe8b405ab2b93b922bcce89c>. Accessed September 13, 2024.

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Photograph 1: Looking east towards North Park Plaza.



Photograph 2: Looking south towards Mt. Diablo.

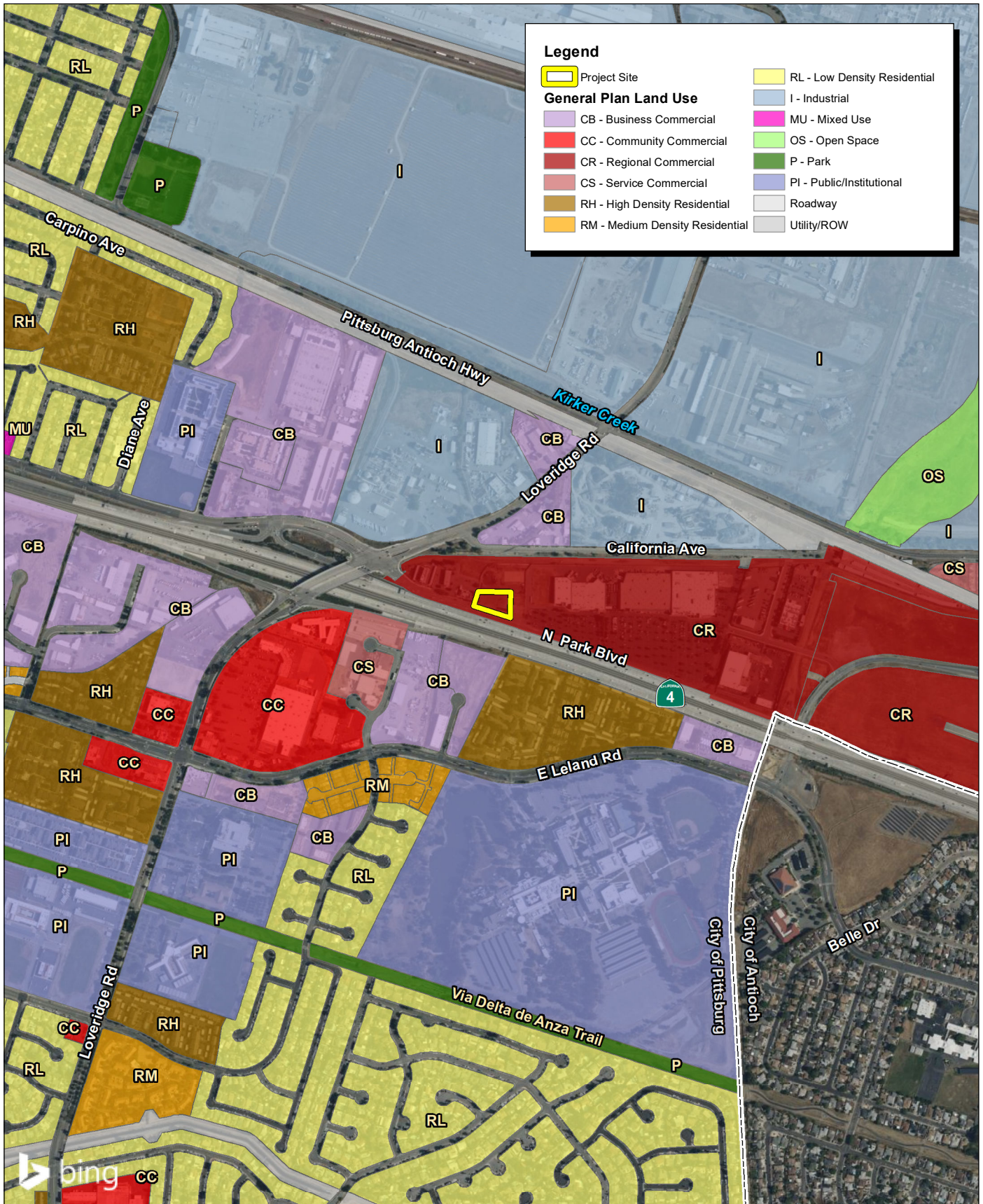


Photograph 3: Looking west towards Wow Smiles Orthodontics.



Photograph 4: Looking north towards Fresenius Kidney Care.

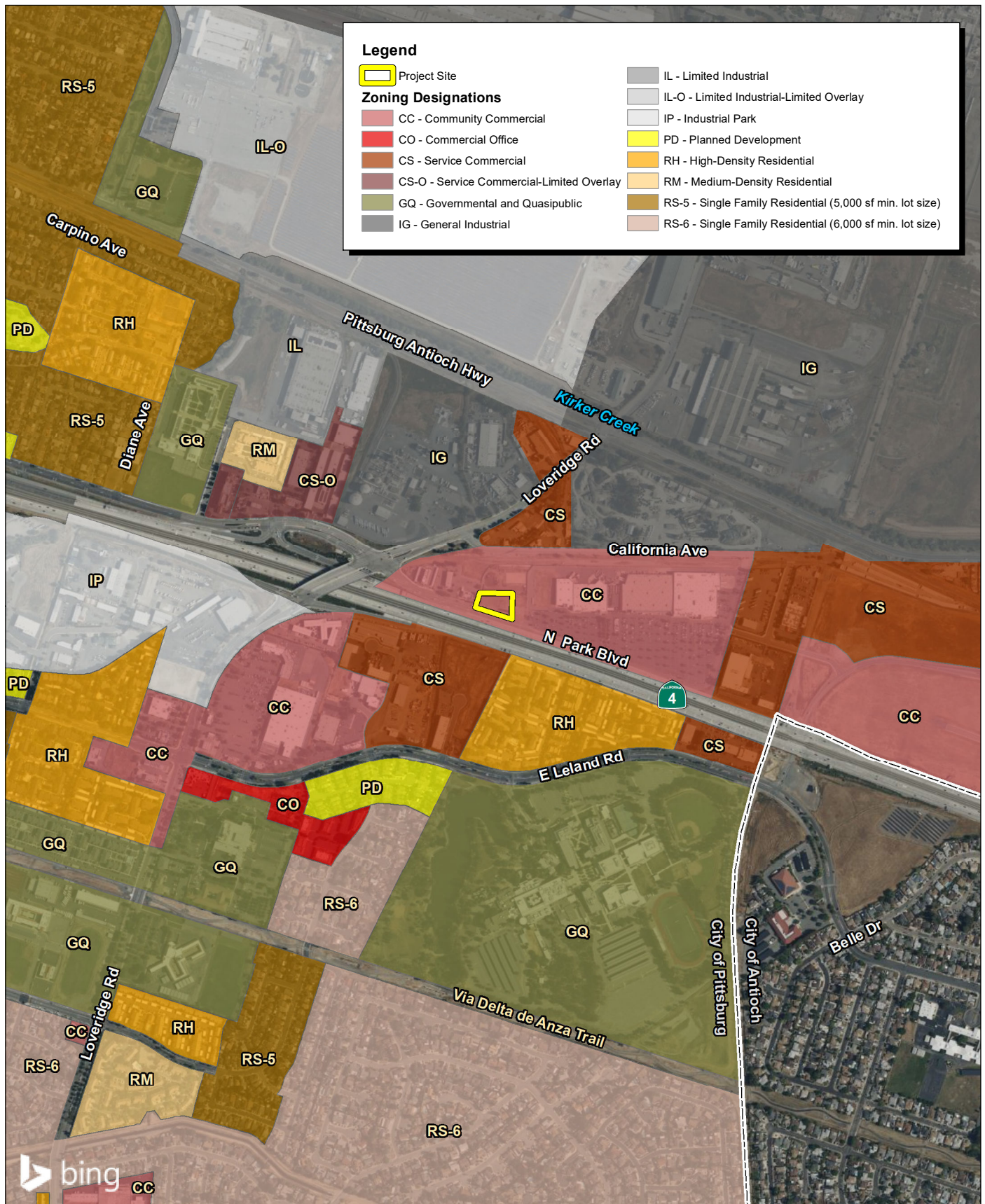
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Source: Bing Aerial Imagery. TAIT & Associates, Inc., September 2024. County of Contra Costa. City of Pittsburg.



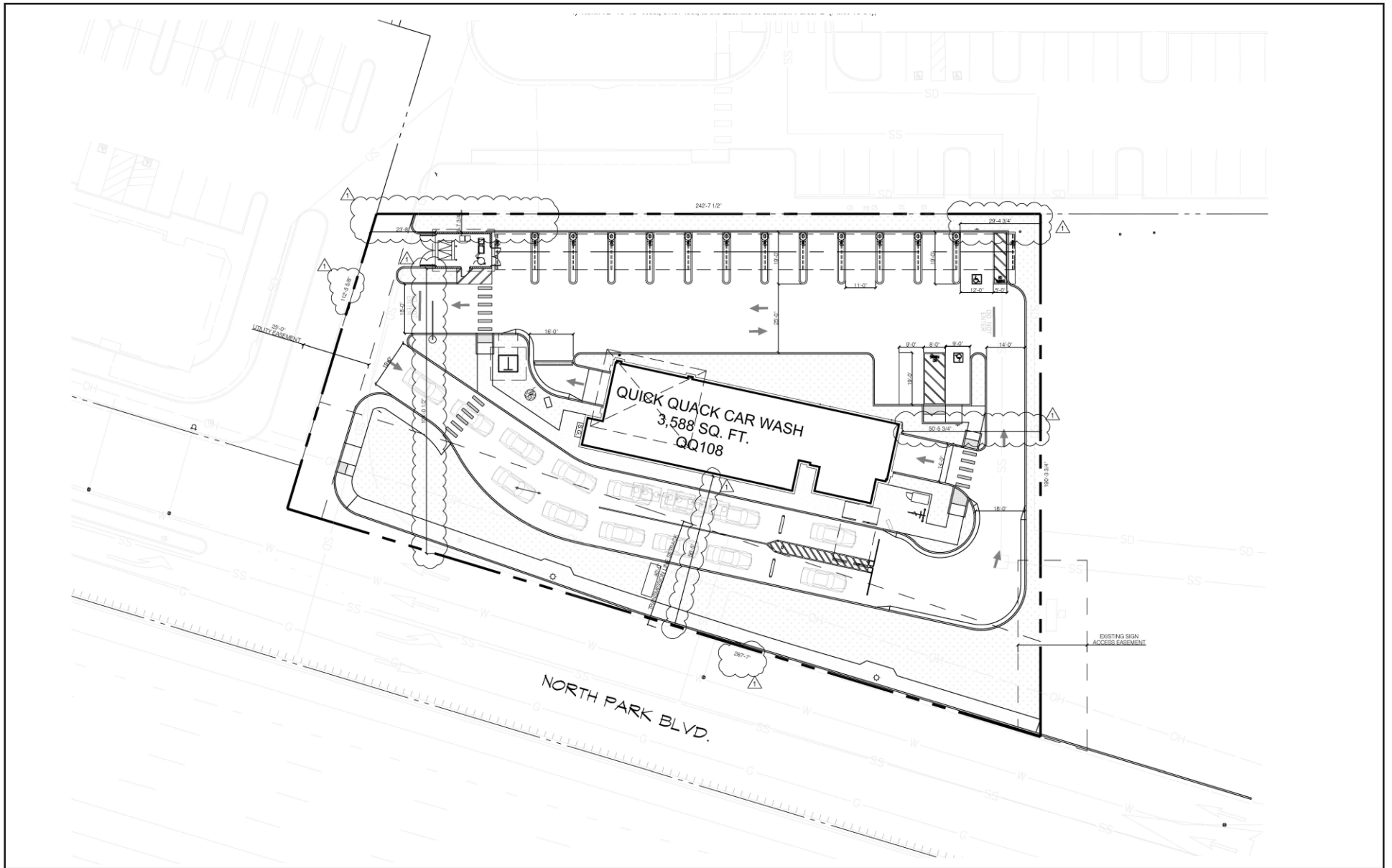
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Source: Bing Aerial Imagery. TAIT & Associates, Inc., September 2024. County of Contra Costa. City of Pittsburg.



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Source: TAIT, March 12, 2024.

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The project site is currently within the Community Commercial (CC) Zoning District. As the current zoning does not allow for the use classification of Automobile Washing, the applicant is requesting a Rezone to establish a Limited Overlay District that would change the zoning designation of the project site from the CC Zoning District to the Community Commercial, Limited Overlay (CC-O) Zoning District. The CC-O District Zoning would be consistent with the existing Community Commercial General Plan Land Use Designation and would allow for an Automobile Washing facility subject to an approved UP. A Sign Review–Sign Exception permit is required for the proposed on-site signage, which would exceed the maximum allowable sign face square footage established in the Pittsburgh Municipal Code.

As shown in Exhibit 6, the entrance to the drive-through vehicle wash tunnel would be located on the west end of the site. The vehicle wash tunnel would have a floor area of 3,588 square feet. The building height would be 18 feet 8 inches and would include a 21-foot 4-inch tower on the west side and a 29-foot tower on the east side. There would be 13 vacuum stalls along the northern site boundary, as well as one ADA vacuum stall, two staff parking stalls, and one ADA staff stall. The building exterior would consist of split-face concrete masonry.

Construction

The proposed project would require site grading, paving, and installation of various car wash facilities. Based on default assumptions used in the air quality analysis, the construction phases and approximate dates for their duration are outlined below:

- Site preparation (1 day): During this phase, the project site would be readied for construction, including removal of minimal existing vegetation.
- Grading (2 days): During this phase, grading of the entire project site would occur.
- Construction (20 weeks): This phase includes construction of the drive-through vehicle wash tunnel, vacuum canopies, and associated facilities.
- Architectural Coating (1 week): This phase involves the application of architectural coatings, which would begin during building construction activities.
- Paving (1 week): This phase includes paving and striping of the parking areas and driveways, as well as landscaping of 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 6-month period, from January 2025 through July 2025.

Operations

The anticipated opening for the proposed project is summer of 2025. The business operations at the site would consist of an automated car wash facility that would employ two to four people per shift and would operate during the hours of 7:00 a.m. to 9:00 p.m., 7 days per week, 363 days per year. Each store typically employs up to 18 Team Members. Customers would wait for approximately 3 minutes between payment and commencement of the car wash. The entire wash cycle would last under 3 minutes. The project could wash up to 155 cars per hour.

General Plan and Zoning

The City of Pittsburgh General Plan establishes the basic goals of the City and provides a basis for land use decisions and development. According to the 2040 General Plan, lands designated Regional Commercial are intended to “provide commercial acreage for large-scale retailers and big-box retail centers, automobile sales and services.”

According to the City of Pittsburgh Zoning Code Section 18.52.010, permitted uses for lands zoned CC include residential; some governmental and quasi-public uses, such as cultural institutions and public safety facilities; commercial uses such as artist studios; banking services; eating and drinking establishments; administrative, and medical offices; personal services; printing and publishing services; retail and wholesale sales; accessory uses; and temporary uses.

As noted in Section 18.52.010, automobile washing is not permitted in the CC District.³ The applicant is seeking approval to establish a Limited Overlay District that would allow the use classification “Automobile Washing” with a UP to allow for the proposed car wash facility (classified under “Automobile Washing”).

Site Access and Circulation

The proposed project would operate from a shared driveway off North Park Boulevard, located along the site’s western boundary. The driveway currently provides access to WOW! Smile Orthodontist and the Fresenius Kidney Care Center (Exhibit 6).

The proposed project would operate via a one-way circulation system. Cars would enter the site along the western side and queue on an internal drive aisle along the southern boundary. The drive aisle would continue toward the pay station along the eastern boundary, then turn north to provide access to the drive-through vehicle wash tunnel. Vehicles would travel west through the tunnel to the vacuum area located along the northern property boundary. Cars exiting the drive-through vehicle wash tunnel would be allowed to turn right and access the vacuum area or turn left and exit the facility (Exhibit 6).

On-site employees would have dedicated parking stalls separate from customer stalls.

Noise Attenuation

The proposed project would include several sound attenuation efforts to ensure compliance with all local requirements related to sound emissions. All equipment would be contained inside the building. All wash equipment would be hydraulic except for the blowers that would dry the cars, which would be electric. The blowers would be contained within the building. The hydraulic pumps would be contained inside of an equipment room that would remain closed during operating hours except as required for maintenance.

³ City of Pittsburgh. 2020. Pittsburgh Municipal Code Title 18. Zoning. Website: <https://www.codepublishing.com/CA/Pittsburg/html/Pittsburg18/Pittsburg1852.html#18.52.010>. Accessed September 11, 2024.

Off-site Improvements

Frontage improvements would include curb/gutter/sidewalk and driveway widening) associated with the proposed project. North Park Boulevard has an access easement within the subject parcel, so all improvements would be considered on-site. No off-site improvements would be included in the proposed project.

Landscaping and Lighting

Project landscaping would include trees and shrubs along the northern, southern, and eastern boundaries. Landscaping 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 a bioretention area, providing 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).

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

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

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

Sustainability Features

Quick Quack's reclaim system would use as little as 25 to 30 gallons of fresh water per car and the detergents and shampoos would be all water soluble and biodegradable. Quick Quack would not use any acids or other corrosive materials. The project applicant is a member of Water Savers, a car wash industry program dedicated to raising awareness for water conservation and environmentally friendly practices at professional car washes. Quick Quack is also certified as a Sustainable Business by the Sacramento Business Environmental Resource Center.

Water used during washes would drain into a conveyor trench and then be pumped through three 1500-gallon clarifier tanks, where solids would drop and oil would rise. The water would then be pumped out of the final clarifier tank through a series of filters and reused in the wash. Ninety-eight percent of the water used in the wash would be processed in the clarifier tanks, resulting in the use of approximately 25 gallons of fresh water per car. Any wastewater discharged from the wash (2

percent) would be sent directly into the sewer system versus the storm drain system. The clarifier tanks would be pumped out regularly by a qualified pumping service and the waste transported to an approved water reclamation center for treatment.

Low Impact Development (LID) features would be used as part of the proposed project, including, but not limited to, minimization of impervious area of the site while complying with all local requirements, such as minimum driveway and turning width, queueing, ADA compliance, and necessary infrastructure. The site would drain all impervious surfaces into three treatment facilities, two flow-through planter types and one basin type.

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:

- Zoning Map Amendment to establish a Limited Overlay District
- Use Permit
- Design Review
- Sign Review—Sign Exception permit

1.6 - Public Review

This Draft IS/MND is being circulated for a minimum of 20 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:

Ariana Ruiz, Assistant Planner
Community and Economic Development Department
65 Civic Avenue
Pittsburg, CA 94565
Phone: 925.252.4029
Email: aruiz@pittsburgca.gov

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.					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards/Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Services Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	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: 12/13/2024

Signed: 

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.1 Aesthetics <i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 Pittsburgh 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.

Would the project:

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

No impact. There are no designated scenic vistas within the City of Pittsburgh or within the project site and its vicinity. Although the General Plan does identify major ridgelines as visual resources, and these ridgelines are protected from development, the project site is not located on or near a ridgeline nor would the proposed project interfere with any available views of the ridgelines. Accordingly, there would be no impact related to scenic vistas.

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 SR-160 north of Antioch, located approximately 8.5 miles east of the project site.⁴ Because of its distance and intervening development, the proposed project is not visible from SR-160. Therefore, it would not have the potential to damage any trees, rock outcroppings, or historic buildings visible from these roadways, and 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. The project site is undeveloped but is in an urban area surrounded by commercial buildings and SR-4. 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 requested UP and overlay.

The car wash tunnel would be a single-story building that is 29 feet at its highest point. The building exterior would consist of light gray concrete masonry with dark gray wainscot and green and yellow trim. With approval of the Zoning Map Amendment to establish a Limited Overlay District, the proposed project would be consistent with applicable planning documents. Moreover, the proposed project would be consistent the commercial use envisioned for the site by the 2040 General Plan and with the existing single- and two-story developments in the vicinity. The proposed project would comply with all applicable General Plan policies related to the environment during construction and operation. See, for example, further discussion regarding compliance with the City's Noise Ordinance in Section 2.13, Noise, below. Impacts would be less than significant.

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). The site is surrounded by other commercial uses that would not be considered light-sensitive.

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 North Park Boulevard, existing commercial developments to the east, west, and north, and vehicle traffic along SR-4 to the south.

⁴ California Department of Transportation (Caltrans). 2019. Scenic Highway System Lists. Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed September 11, 2024.

The proposed project would create new sources of light and glare. The proposed project would feature LED lighting throughout the project site and the car wash entrance and exits would be illuminated by exterior sconce lights. Two pole lights would be on the northern portion of the property along North Park Boulevard.

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 section 18.78.050.F, 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." Additionally, the City would review the proposed project and improvement plans prior to implementation. Therefore, 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
2.2 Agriculture and Forestry Resources <i>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:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Forest Legacy Assessment project and the 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.⁵

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. 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. 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 District. 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 Section 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 Section 51104(g)).

The project 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

⁵ California Department of Conservation. 2018. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed September 6, 2024.

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 <i>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.</i> <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 systems, 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 (CO₂), 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 (NO₂) forms quickly from NO_x emissions. Health effects from NO₂ 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.

- d) 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; and aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease.
- e) Sulfur dioxide (SO₂) 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 SO₂ and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although SO₂ concentrations have been reduced to levels well below State and federal standards, further reductions are desirable because SO₂ is a precursor to sulfate and PM₁₀.
- f) Respirable Particulate Matter (PM₁₀) 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; and changes in lung morphology.
- g) 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.

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 2022 CEQA Air Quality Guidelines to determine the potential impacts of the proposed project on the existing environment.⁶ 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 (exhaust)	82 pounds/day	15 tons/year
PM _{2.5}	54 pounds/day (exhaust)	54 pounds/day	10 tons/year
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		
Notes: µg/m ³ = micrograms per cubic meter CO = carbon monoxide NO _x = oxides of nitrogen ppm = parts per million ROG = reactive organic gases VOC = volatile organic compounds PM ₁₀ = particulate matter less than 10 microns in diameter PM _{2.5} = particulate matter less than 2.5 microns in diameter Source: Bay Area Air Quality Management District (BAAQMD). 2022. California Environmental Quality Act Air Quality Guidelines. April. Website: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines . Accessed October 10, 2024.			

⁶ Bay Area Air Quality Management District (BAAQMD). 2022. California Environmental Quality Act Air Quality Guidelines. April. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed October 10, 2024.

Would the project:

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

Less than significant impact with mitigation incorporated. 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 PM₁₀ (State), annual PM₁₀ (State), annual PM_{2.5} (State), and 24-hour PM_{2.5} (federal).⁷

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.⁸ 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 pollutants⁹ and greenhouse gas (GHG) emissions.¹⁰

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:

⁷ California Air Resources Board (ARB). 2024. Air Quality Attainment Status. Website: <https://ww2.arb.ca.gov/aaqs-designation-tool>. Accessed: September 15, 2024.

⁸ 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 October 15, 2024.

⁹ 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”).

¹⁰ 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.

1. Attain air quality standards;
2. Reduce population exposure to unhealthy air and protecting public health in the Bay Area; and
3. 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 2040 General Plan. The Community Commercial designation is intended to provide sites for commercial and community-serving businesses, including retail stores, eating and drinking establishments, commercial recreation and entertainment, service stations, financial, educational, and social services..¹¹ The proposed car wash is not considered a permitted use and would require approval of a Zoning Map Amendment and a UP. The proposed car wash would not generate population growth. Furthermore, as discussed in Section 2.17, Transportation, the proposed project would have less than significant VMT impacts. Therefore, although the proposed project was not contemplated in the General Plan and AQP, the proposed project would not affect regional VMT or otherwise impede the long-term air quality planning within the Air Basin as it relates to reducing emissions from vehicular travel. Furthermore, the net increase in regional emissions generated by the proposed project would be less than the BAAQMD's emissions thresholds (see Impact 2.3(b), below). The BAAQMD emissions thresholds were established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Therefore, the proposed project would not impede BAAQMD's efforts to attain air quality standards nor exposure populations to unhealthy air. As for the primary goal related to GHG emissions, as discussed in Section 2.8, Greenhouse Gas Emissions, the proposed project would have a less than significant GHG impact with Mitigation Measure (MM) GHG-1 incorporated. In conclusion, the proposed project would not conflict with the primary goals of the AQP and would be consistent with Criterion 1.

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.

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.

¹¹ City of Pittsburgh. 2024. Pittsburgh General Plan 2024 Land Use. Table 2-1.

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 the Bay Area Air Quality Management District (BAAQMD's) requirements. Mitigation Measure (MM) AIR-1, identified under Impact 2.3(b), would implement Best Management Practices (BMPs) recommended by the BAAQMD for particulate matter (PM) dust emissions during construction.
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 2.3(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 Section 2.6, 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

Control Measure	Project Consistency
	when building permits are obtained. The 2022 Building Efficiency Standards went into effect on January 1, 2023.
Natural and Working Lands Control Measures	
NW2: Urban Tree Planting	Consistent. The proposed project would provide landscaping in accordance with City standards that would include the planting of shade trees.
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 October 21, 2024.	

In summary, the proposed project would not conflict with any applicable measures under the 2017 Clean Air Plan after the implementation of MM AIR-1 (described in more detail in Impact 2.3(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 2.3(a), the region is designated nonattainment for the federal and State ozone standards, the State PM₁₀ 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 (PM₁₀ 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 2022.1.1. 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 (PM₁₀ and PM_{2.5}). The majority of this fugitive particulate matter (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 PM₁₀ and PM_{2.5}

The BAAQMD does not have numerical thresholds of significance for fugitive PM dust (PM₁₀ and PM_{2.5}). Instead, the threshold is based on compliance with Best Management Practices (BMPs) and fugitive dust impacts are considered to be mitigated if all feasible fugitive dust management practices recommended by the BAAQMD are implemented for a project. 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 PM₁₀, and Exhaust PM_{2.5}

As previously discussed, CalEEMod Version 2022.1 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 PM₁₀, 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 January 2025 and conclude in June 2025. If the construction schedule is delayed beyond this date, 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 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 3.

Table 3: Construction Emissions

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Site Preparation	0.0003	0.0058	0.0002	0.0001
Grading	0.001	0.010	0.0005	0.0004
Building Construction	0.026	0.258	0.0109	0.0100
Paving	0.002	0.013	0.0005	0.0005
Architectural Coating	0.022	0.002	0.0001	0.0001
<i>Total Construction Emissions (tons)</i>	0.052	0.290	0.012	0.011
<i>Total Construction Emissions (pounds)</i>	104	580	24	22
Average Daily Emissions (pounds/day)¹	0.918	5.129	0.214	0.197
Significance Threshold (pounds/day)	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No
Notes: ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter ¹ Calculated by dividing the total number of pounds by the total 113 working days of construction.				

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Source of thresholds: Bay Area Air Quality Management District (BAAQMD). 2022. https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines . Accessed September 2024.				
Source of emissions: CalEEMod Output (see Appendix A).				

As shown in Table 3, 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 PM₁₀, and exhaust PM_{2.5}. As previously discussed, the proposed project would implement MM AIR-1, which includes 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, PM₁₀, PM_{2.5}

As previously discussed, the pollutants of concern include ROG, NO_x, PM₁₀, and PM_{2.5}. The proposed project's operational emissions for the respective pollutants were calculated using CalEEMod Version 2022.1. Operational emissions were estimated for the year 2025, 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 project operations are presented for annual and average daily emissions in Table 4.

Table 4: Operational Emissions

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀ (total)	PM _{2.5} (total)
Area	0.02	<0.001	<0.001	<0.001
Energy	—	—	—	—
Mobile (Motor Vehicles)	0.38	0.21	0.58	0.15
Total Annual Emissions	0.40	0.21	0.58	0.15
Thresholds of Significance	10	10	15	10
Exceeds Significance Threshold?	No	No	No	No
Average Daily Emissions				
Average Emissions (pounds/day)	2.18	1.15	3.19	0.82
Thresholds of Significance	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No
Notes: The average daily emissions are calculated using 365 operational days per year. There are no direct energy emissions from the proposed project since it is all-electric design.				

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀ (total)	PM _{2.5} (total)
ROG = reactive organic gases 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 Source: CalEEMod output (see Appendix A).				

As shown in Table 4, 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. 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."¹²

The site is surrounded by commercial uses to the west, north, and east and by North Park Boulevard and SR-4 to the south. The closest existing sensitive receptors to the project site are a multi-family apartment complex (Diamond Hillside Apartments) located approximately 350 feet south of the project site across SR-4.

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

Construction

Construction Toxic Air Pollutants

While construction activities would be considered sources of TAC emissions, the extent of the construction activity would be limited as the proposed project would not involve demolition and would involve the development of an approximately 3,588-square-foot commercial self-service car wash and accompanying equipment. The car wash would consist of one 2,457-square-foot vacuum canopy, one 286-square-foot pay station canopy, and one 260-square-foot corrugated metal, detached trash enclosure. Given the temporary nature of construction, the scale of construction

¹² Bay Area Air Quality Management District (BAAQMD). 2010. Guidelines for Community Risk Reduction Guidelines. May. Website: [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.baaqmd.gov/~media/files/planning-and-research/care-program/task-force-meetings/051910-tf/20100519_tf_crrp_guidelines.pdf?rev=213b7cbfc89d42b697db4281f924fa34&sc_lang=en](https://www.baaqmd.gov/~media/files/planning-and-research/care-program/task-force-meetings/051910-tf/20100519_tf_crrp_guidelines.pdf?rev=213b7cbfc89d42b697db4281f924fa34&sc_lang=en). Accessed December 10, 2024.

proposed, and the distance to the closest sensitive receptors, construction of the proposed project would have less than significant health risk impacts.

Operation

Operational Toxic Air Pollutants

The proposed project is a carwash development that would not have on-site sources of TACs during operation. Based on application-provided information, the proposed car wash would service up to 450 cars and would have up to 18 employees a day. Therefore, the proposed project would generate approximately 936 daily trips (468 cars or 936 trips to and from the project site). These vehicle trips would primarily be generated by passenger vehicles. Nearly all passenger vehicles are gasoline-fueled and, therefore, 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:

- a) **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.
- b) **Screening Criterion 2:** The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- c) **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).

In accordance with SB 743, transportation analysis under CEQA no longer uses delay-based metrics such as congestion to analyze project impacts. Instead, a project's VMT is analyzed. The proposed project is determined to have a less than significant VMT impact and would not conflict with a program, plan, ordinance, or policy of the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

According to the Transportation Analysis (TA) prepared by Hexagon Transportation Consultants, Inc, the proposed project plus background traffic volume at the proposed project driveway and North Park Boulevard intersection would be 907 trips during PM peak-hours. As such, the proposed project would not result in an 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.

In summary, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during construction or operation. Impacts 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 2022 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.

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. Projects that would site an odor source farther than the applicable screening distance, shown in Table 5 below, would not likely result in a significant odor impact.

Table 5: 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
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

Land Use/Type of Operation	Project Screening Distance
Green Waste and Recycling Operations	1 mile
Source: Bay Area Air Quality Management District (BAAQMD). 2022.	

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

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.

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:

- a) All active construction areas shall be watered at least three times per day.
- b) 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.
- c) 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.
- d) 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.
- e) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- f) 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.
- g) 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.

- h) 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.
- i) 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.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources <i>Would the project:</i>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 (CNDDDB), 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 September 20, 2024.

The approximately 0.9-acre site project site is currently vacant and is bounded on all sides by a mix of residential and commercial developments. The site is composed of approximately 0.84-acre of ruderal and 0.05-acre of urban/developed land cover types; no trees are present within the project boundaries (Exhibit 7). No aquatic features occur on-site.

Ruderal

Chapter 3.3.2 of the HCP/NCCP defines ruderal land cover as disturbed areas characterized by sparse non-native, typically weedy vegetation.¹³ The project site contains vegetation that has been highly disturbed from prior discing and regular mowing for weed and fire abatement. Per the Planning Survey Report dated June 6, 2024 and prepared by Helix Environmental (see Appendix B), the land cover types occurring within the project site at that time consisted of mostly grassland/ruderal habitat, with a small strip of asphalt roadway positioned along the western edge of the site designated as developed/urban.

An FCS Senior Biologist performed a site survey in September 2024, as noted. Species observed on-site were composed of ruderal vegetation such as Johnson grass (*Sorghum halepense*), mustard (*Brassica rapa*), flax-leaved horseweed (*Erigeron bonariensis*), tumbleweed (*Amaranthus albus*), turkey mullein (*Croton setiger*), 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 past surface disturbances from discing and routine mowing dating back to 2002, and is dominated by non-native species; therefore the project site meets the HCP/NCCP definition of ruderal (see above).

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.¹⁴ This area of the project site is composed of an unnamed paved driveway which currently leads to the adjacent dental office and dialysis center.

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.

¹³ East Contra Costa County HCP/NCCP. Section 3.3.2 Existing Land Cover Types. Page 3-11.

¹⁴ East Contra Costa County HCP/NCCP. Section 3.3.2 Existing Land Cover Types. Page 3-25.



Source: Bing Aerial Imagery. TAIT & Associates, Inc., September 2024. County of Contra Costa.

Exhibit 7

Vegetation Community/Land Cover Map



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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 CNDDDB 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 64 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 subjected to previous disturbance events. 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 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 CNDDDB 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, or aquatic). Of the nine special-status wildlife species evaluated by the HCP/NCCP, none has the potential to occur within the project site due a lack of suitable habitat.

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 48 special-status wildlife species were evaluated for their potential for occur within the project site. Of the 48 species evaluated, none have the potential to occur within the project site based on habitat conditions. However, avian species commonly found in urbanized environments which are protected by federal and State regulations (e.g., Migratory Bird Treaty Act [MBTA] and California Fish and Game Codes) have the potential to nest within disturbance distance of the project site. Impacts to general nesting birds are discussed in further detail below.

Nesting Birds

The trees present within disturbance distance of 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 MBTA and the California Fish and Game Code Section 3503.5. Given the potential for these species to occur on-site, implementation of MM BIO-1 would reduce potential impacts to nesting birds to less than significant by requiring pre-construction surveys to avoid disturbance of any active nests.

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?

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?

No 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, there would be no impact on migratory fish and wildlife.

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

No impact. The project site does not contain any trees, so the proposed project would not conflict with any local policies or ordinances, 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?

No impact. The project site is located within the HCP/NCCP plan area. In 2007, the City of Pittsburgh approved ordinances requiring future development projects to comply with the HCP/NCCP. Prior to grading, the applicant would comply with all applicable HCP/NCCP regulations in compliance with Section 15.108.070 of the Pittsburgh Municipal Code. As such, the proposed project would not conflict with the provisions of the HCP/NCCP, and no impact would occur.

Mitigation Measures

MM BIO-1 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 shall be documented and a report shall be submitted to the City prior to receiving a grading permit.

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 <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>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:</i>				
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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, in part, 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 September 30, 2024, 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 12 resources, all of which are historic, located within a 0.5-mile radius of the proposed project boundaries. One historic resource (P-0-002772) is located immediately south of the project boundary. In addition, there are five area-specific survey reports on file with the NWIC for the 0.5-mile search radius, with one report located within the proposed project boundaries, indicating that the project site has 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 October 18, 2024, FCS Senior Archaeologist Dr. Dana DePietro surveyed the proposed project site to identify any unrecorded cultural resources within the project boundary. The roughly rectangular project site is situated within a heavily developed commercial corridor running east–west through the City of Pittsburg, CA. The site is bound by SR-4 to the south and various commercial buildings and parking lots to the north, east, and west. No buildings or structures currently occupy the project site, which is largely undeveloped.

The survey began in the north of the project site and moved south using standard 5-meter intervals whenever possible. Visibility of native soils was very poor (5 to 10 percent) due to dry grasses and groundcover across the site. Observed soils were primarily composed of medium-dark brown (Munsell 10 YR 3/4) light silty soil with low clay content, interspersed with small (2 to 3 centimeters) stones composed primarily of schist.

Survey conditions were documented using digital photographs and field notes. During the survey, Dr. DePietro examined all areas of the exposed ground surface for pre-contact artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, toolmaking 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). Particular attention was paid to clearings where soils were more visible and areas where bioturbation had revealed subsurface soils.

No indications of historic structures or pre-contact archaeological resources were encountered over the course of the pedestrian survey. Visibility of native soils was poor, however, and does not

preclude the possibility that subsurface archaeological features may be present within the project boundary. Pedestrian survey photos can be found in Appendix C.

Native American Heritage Commission

On September 6, 2024, FCS contacted the NAHC to determine whether any sacred sites were located within the site or proposed project vicinity. A response was received on September 11, 2024, 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 31 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 September 13, 2024. A response was received on September 14, 2024, from the Chicken Ranch Rancheria of Me-Wuk Indians stating that the Tribe has no concerns or questions regarding this project. Another response was received on September 16, 2024, from the Muwekma Ohlone Tribe of the San Francisco Bay Area indicating that they cannot assist with this project at this time. A response was also received on September 24, 2024, from the Confederated Villages of Lisjan Nation requesting Lead Agency contact information and the Tribe indicated that they look forward to receiving an official request for consultation. No additional responses have been received to date. NAHC correspondence 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 October 28, 2024 the City of Pittsburgh, pursuant to Public Resources Code 21080.3.1 and AB 52, sent notification letters via certified mail to California Native American Tribes that are traditionally and culturally affiliated with the project area. On October 28, 2024, a response was received from the Confederated Villages of Lisjan Nation indicated that the Tribe request consultation on the project. The Tribe also requested Sacred Land File (SLF) and NWIC results, copies of any other archaeological or cultural resources reports, and any specific information about the extent of ground disturbance for the proposed project. On October 29, 2024, a response was received from the Amah Mutsun Tribal Band of San Juan Bautista recommending an NAHC SLF search and NWIC records search to determine whether the project site is sensitive for cultural and historic resources. If the

record searches determined that the project site is sensitive for cultural resources within 1 mile of the project area the Tribe recommends cultural sensitivity training and qualified Archaeological Monitor and qualified Native American Monitor be present during any earth movement. 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. The records search conducted at the NWIC determined that there are no historic built environment resources within the project site. There are 12 historic built environment resources within a 0.5-mile radius of the project site. The closest historic resource (P-0-002772) is a segment of the PG&E South Tower-Contra Costa transmission line 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 22 historical aerial photographs depicting the project site from 1949 to 2022 indicate that the project site has remained undeveloped. 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. 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 12 historic built environment 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 pre-contact and/or historic archaeological 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, 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. No human remains or cemeteries are known to exist within or near the project site. 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 proposed 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**

Less than significant impact with mitigation incorporated. A review of the CRHR, local registers of historic resources, the NWIC records search results, and NAHC Sacred Lands File search results and outreach to Tribal representatives 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.**

Less than significant with mitigation incorporated. Tribal consultation efforts conducted by the City of Pittsburgh pursuant to AB 52 to identify additional significant TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 was initiated on October 28, 2024. Two responses were received from the Confederated Villages of Lisjan Nation and the Amah Mutsun Tribal Band of San Juan Bautista, however, no additional information pertaining to significant TCRs that could be adversely affected by the proposed project was provided. 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 Prior to the initiation of construction activities, all construction personnel conducting ground disturbance at the site shall be provided Worker Environmental Awareness Program (WEAP) cultural resources “tailgate” training. The training shall include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology.

In the event that buried cultural resources are discovered during construction, 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 qualified Archaeologist shall make recommendations to the lead agency on the 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 Section 15064.5 of the CEQA Guidelines. 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. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the lead agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the lead agency where they would be afforded long-term preservation to allow future scientific study.

MM CUL-2 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 of the site where human remains are discovered and/or any nearby area reasonably suspected to overlie adjacent human 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 NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

2. Where the following conditions occur, the landowner or his/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 most likely descendant or on the project area in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the commission;
 - The descendant identified fails to make a recommendation; or
 - The landowner or his authorized representative rejects the recommendation of the descendant, and the 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 <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 A 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.

The types of on-site equipment used during construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, excavators, forklifts, and pavers. Construction equipment is estimated to consume a total of 6,458 gallons of diesel fuel over the entire construction duration (Appendix A).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, on-site trucks, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate

during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB Emission Factors mobile source emissions model (EMFAC). The specific parameters used to estimate fuel usage are included in Appendix A. In total, the proposed project is estimated to generate 5,529 VMT and 555 gallons of combined gasoline and diesel for vehicle travel during construction.

The overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited. Thus, it is anticipated that the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be less than significant.

Operation

The proposed project would consume energy as part of building operations and transportation activities. The proposed building would be all-electric and would not include natural gas plumbing. Project energy consumption is summarized in Table 6.

Table 6: Estimated Annual Project Energy Consumption (Operation)

Energy Consumption Activity	Annual Consumption
Operation Vehicle Fuel Consumption	54,090 gallons of gasoline
	263 gallons of diesel
	21,512 kWh of electricity
Building Energy Consumption	58,728 kWh of electricity
Notes: kWh = kilowatt-hour Source: Appendix A.	

As previously discussed, the proposed project would be considered to result in a potentially significant impact if it would result in wasteful, inefficient, or unnecessary consumption of energy resources. Considering the guidance provided by Appendix F of the CEQA Guidelines and the Appellate Court decision in *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) 75 Cal.App.5th 63, 164-168, the proposed project would be considered to result in wasteful, inefficient, or unnecessary consumption of energy resources if it would conflict with the following energy conservation goals:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, or oil; and
- Increasing reliance on renewable energy sources.

Decreasing Overall Per Capita Energy Consumption

The proposed project's buildings would be designed and constructed in accordance with the California Green Building Standards Code (CALGreen) energy efficiency standards of Title 24. 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 would promote energy conservation. Moreover, the proposed project would use energy-efficient models and systems whenever possible and would incorporate new technologies as they become available. Therefore, the proposed project would be consistent with this criterion. The decreasing reliance on fossil fuels and increasing use of renewable energy discussed below would also reduce energy consumption for the proposed project.

Decreasing Reliance on Fossil Fuels

The proposed project would incorporate elements from CALGreen, which would include water-efficient landscaping, heat-reflecting roof membranes, and roofing structures to support the installation of solar panels. These project design features would reduce the amount of electricity used by the proposed project during operation and, consequently, the amount of fossil fuels needed to generate power to meet this demand. For example, low water demand landscaping would reduce the amount of water that would need to be conveyed to the project site. Furthermore, the proposed project would be all-electric in design and would not rely on natural gas and thus would have decreasing reliance on fossil fuels.

Increasing Reliance on Renewable Energy Sources

The proposed all-electric project would include the installation of electric vehicle (EV) capable conduit spaces, which would accelerate the region's and proposed project's adoption of EVs and allow the future transportation energy supply necessary for residents, employees, and visitors to be substituted with renewable energy sources. As such, the proposed project would facilitate a greater dependence on renewable energy sources for building and transportation energy demands. Therefore, the proposed project would be consistent with this criterion.

Overall

As discussed above, the proposed project's energy consumption would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, consistent with the guidance derived from Appendix F of the CEQA Guidelines and the Appellate Court decision in *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) 75 Cal.App.5th 63, 164-168. The construction-related and operation-related impacts related to electricity and fuel consumption would be less than significant. Therefore, the proposed project would not introduce new significant environmental impacts or substantially increase the severity of previously analyzed significant effects under any scenario. No additional analysis is required, and impacts would remain 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.

Operation

Additionally, California's Renewables Portfolio Standard (RPS) required that 60 percent of electricity retail sales be served by renewable energy sources by 2030. 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 2022, MCE obtained 59.6 percent of its electricity from renewable energy sources.¹⁵ MCE's is on track to meet the 60 percent renewable energy source requirement by 2030. Therefore, the proposed project would receive electricity from a utility company that meets California's RPS requirements.

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

No mitigation required.

¹⁵ California Energy Commission. 2022. Marin Clean Energy 2022 Power Content Label. Website: <https://www.energy.ca.gov/filebrowser/download/6043>. Accessed October 25, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 Geology and Soils <i>Would the project:</i>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 EFZ.¹⁶ No active faults have been mapped on the project site; the nearest Alquist-Priolo EFZ is the Great Valley fault zone, approximately 1 mile east of the project site.¹⁷

The proposed project would comply with the 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, the impact 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. Seven major faults are located near the site: the Great Valley fault (approximately 1 mile east), the Greenville fault (approximately 9 miles south), the Concord/Green Valley fault (approximately 10 miles west), the Mount Diablo fault (approximately 13 miles southwest), the Calaveras fault (approximately 15 mile southwest), the West Napa fault (approximately 23 miles northwest), and the Hayward fault (approximately 23 mile southwest). Although the project site is not located in an Alquist-Priolo EFZ, the proposed project

¹⁶ Krazan & Associates, Inc (Krazan). 2023. Geotechnical Engineering Investigation Proposed Quick Quack Car Wash 24-155. December 12.

¹⁷ Ibid.

could be subject to substantial adverse effects due to strong seismic ground shaking from nearby faults.

The Geotechnical Engineering Investigation prepared by Krazan provides seismic design parameters consistent with the 2022 CBC. Adherence to the seismic design parameters provided in the Geotechnical Engineering Investigation would ensure that structures are constructed in compliance with the 2022 CBC and would be able to withstand strong seismic ground shaking in the event of an earthquake on one of the nearby faults.

Compliance with applicable seismic design parameters provided in the Geotechnical Engineering Investigation 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, the impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. According to the California Earthquake Hazards Zone Application (EQ Zapp) available on the CGS website, the project site is not within an area identified as having potential for liquefaction; however, areas of potential liquefaction are mapped to the north and west of the project site.¹⁸

The Geotechnical Engineering Investigation indicates that the project site is within an area identified as having a low liquefaction susceptibility. Free groundwater was encountered at a depth of 32 feet BGS, however, historical groundwater levels have been as shallow as 18 feet BGS in the vicinity of the project site. The liquefaction analysis that is presented in the Geotechnical Engineering Investigation indicates that soil above a depth of 18 feet BGS is not liquefiable due to the absence of groundwater and the soil below 18 feet BGS has a slight potential for liquefaction under seismic ground shaking.

Implementation of the recommendations presented in the Geotechnical Engineering Investigation, which includes dewatering and engineered soil placement to address potential liquefaction, would ensure that the low liquefaction potential at the project site would be addressed. As such, the proposed project would not cause adverse impacts related to seismic ground failure, including liquefaction. The impact would be less than significant.

iv) Landslides?

No 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. The impact would be less than significant.

¹⁸ California Department of Conservation. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/eqzapp/app/>. Accessed September 26, 2024.

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 NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) (Order WQ 2022-0057-DWQ, NPDES No. CAS000002), issued by the State Water Board. The NPDES General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs that the proposed project would implement to control erosion and prevent the conveyance of sediments off-site. With the implementation of the conditions of the NPDES 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 Pittsburgh 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.

The proposed project would be developed such that all impervious surfaces would drain into three treatment facilities, two flow-through planter types and one basin type. This would assist in minimizing the potential erosion risk associated with runoff from the project site. The impact 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?

Less than significant impact. As discussed above, the proposed project would have a less than significant impact associated with seismically induced liquefaction and landslides. Compliance with the CBC, which requires that a site-specific ground motion study be performed in accordance with Section 11.4.8 of ASCE 7-16, would ensure that the soil underlying the project site would be stable. The Geotechnical Engineering Investigation provides recommendations to address the low potential for liquefaction at the project site. These recommendations include soil recompaction, excavation of fill soils, the use of non-expansive fill within the upper 30 inches of soil, and slab reinforcement. During plan review, the City would determine which recommendations would be required to reduce the potential impact. Adherence to the recommendations provided in the Geotechnical Engineering Investigation would ensure the potential impacts associated with unstable soil would be addressed. The impact would be less than significant.

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.

The subsurface exploration detailed in the Geotechnical Engineering Investigation indicates that the upper soils underlying the project site consist of approximately 6 to 12 inches of very loose, sandy clay and/or silty clay. Below the loose surface soil, approximately 2 to 3 feet of stiff to hard silty clay and/or sandy clay was encountered; this soil has a high expansion potential.

The Geotechnical Engineering Investigation provides recommendations to address the highly expansive soil at the project site, including the excavation of the expansive soil and replacement with engineered fill. Adherence to the recommendations provided in the Geotechnical Engineering Investigation would ensure the potential impacts associated with expansive soil would be addressed. Therefore, the impact 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 impact would occur as a result of the adequacy of the soil 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 UCMP database Natural History Museum (Appendix D). The purpose of the 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 alluvium, which has a high paleontological sensitivity and low-to-moderate paleontological potential.

Regional geologic mapping indicates that the project site is mapped on early Holocene- to late Pleistocene-age dune sand. Holocene- and Pleistocene-age alluvial fan deposits are mapped in proximity to the project site and, while not mapped at the surface at the project site, the Pleistocene-age alluvial deposits may occur in the subsurface underlying the project site.

In general, Holocene-age sedimentary deposits have a low potential to contain significant paleontological resources near the surface due to the recent age (i.e., late Holocene Epoch) of these deposits. However, the deeper, older layers of these deposits (i.e., middle to early Holocene Epoch) are old enough to contain paleontological resources. Additionally, in general, Pleistocene-age sedimentary deposits are considered to have a high potential to contain significant paleontological resources.

A search of the UCMP online fossil locality database revealed 168 vertebrate, invertebrate, plant, and microfossil localities within Contra Costa County. The UCMP database does not provide the exact locations of these localities; however, the approximate locations can be inferred through the locality

name provided by the database. Based on the locality names provided, none of these localities appear to be within the project site.

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 deposits that have the potential to contain significant paleontological resources. The applicant will provide informational brochures and post the site with construction notices to alert the community to the impending construction. Implementation of MM GEO-1 would require paleontological monitoring for all construction-related earth-disturbing activities on-site. With implementation of MM GEO-1, the proposed project would be consistent with General Plan Policy 10-P-7.3 which aims to protect archaeological/paleontological sites from destruction in order to preserve and interpret them for future scientific research, and public education programs. As such, 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 <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

GHGs include any gas that absorbs infrared radiation in the atmosphere. GHGs include, but are not limited to, water vapor, CO₂, methane (CH₄), nitrous oxide (N₂O), and fluorocarbons. The warming potential of different types of GHGs varies. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere.

Since GHGs absorb different amounts of heat, the amount of heat absorbed by a GHG is compared to CO₂ and referred to as the “CO₂ equivalent” (CO₂e). The increase of GHG emissions has led to the trapping and buildup of heat in the atmosphere near Earth’s surface, commonly known as the greenhouse effect. Human activity, including the burning of fossil fuels, is contributing to increased concentrations of GHGs in the atmosphere that can lead to adverse changes in global climate.

Global climate change is an increase in the average temperature across Earth. Climate change effects can be measured by changes in weather characteristics such as wind patterns, storms, precipitation, and temperature. Data have indicated that the current temperature record differs significantly from previous climate conditions in both the rate of increase and magnitude. Unlike criteria air pollutants, which are pollutants of regional and local concern, GHGs have global impacts.

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 with mitigation incorporated. 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, 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.

As described below, BAAQMD's GHG thresholds relate to project design elements and do not rely on a numeric threshold. The proposed project's GHG emissions are quantified for informational purposes only.

GHG Emissions Quantification (for Informational Purposes)

Construction

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. Construction of the proposed project would generate 69 MT of CO₂e, which, amortized over the 30-year lifetime of the project, would be 2.3 MT of CO₂e per year. The BAAQMD does not presently provide a construction-related GHG generation threshold but recommends that construction-generated GHGs be quantified and disclosed.

Operation

Operational or long-term emissions occur over the life of a project. The proposed project would not include natural gas plumbing. The major sources for operational GHG emissions include:

- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **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 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 CO₂, N₂O, and CH₄.
- **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.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.
- **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.

As shown in Table 7, operation of the proposed project would generate approximately 670.3 MT CO₂e per year with incorporation of the amortized construction emissions, after full buildout in 2025. 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 7: Annual Operational GHG Emissions

Emission Source	Year 2025 Total Emissions (MT CO ₂ e per year)
Area	0
Energy	1
Mobile	532
Refrigerant	123
Waste	4
Water	7
Amortized Construction Emissions	2.3
Total Project Emissions	670.3

Project Impacts

Construction

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed project. Therefore, construction emissions would be less than significant.

Operation

The City chooses to rely on the BAAQMD’s subject matter expertise on GHG emissions and utilize the advisory recommendations contained in their 2022 CEQA Air Quality Guidelines. The BAAQMD’s 2022 CEQA Air Quality Guidelines provides recommended significance thresholds for GHGs for land use development projects and plans. The new thresholds state that, if a project would contribute its “fair share” of what will be required to achieve California’s long-term climate goal of carbon neutrality by 2045, then a reviewing agency can find that the impact will not be significant because the proposed project would help to solve the problem of global climate change. The thresholds for new land use projects require projects to meet either of one of two enumerated Criteria “A” or “B” detailed above. 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 the generation of direct and indirect GHG emissions.

BAAQMD Thresholds for Land Use Projects (Must Include A or B)

A. Projects must include, at a minimum, the following project design elements:

1. Buildings
 - a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

BAAQMD Thresholds for Land Use Projects (Must Include A or B)	
	<ul style="list-style-type: none"> b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under California Environmental Quality Act (CEQA) Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. <p>2. Transportation</p> <ul style="list-style-type: none"> a. Achieve a reduction in project-generated Vehicle Miles Traveled (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 Senate Bill (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: <ul style="list-style-type: none"> i. Residential projects: 15 percent below the existing VMT per capita ii. Office projects: 15 percent below the existing VMT per employee iii. Retail projects: no net increase in existing VMT b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
B.	Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).
	Source: Bay Area Air Quality Management District (BAAQMD). 2022. CEQA Guidelines. April 20.

The City has not adopted a Climate Action Plan (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 must demonstrate consistency with the provisions of Criterion A to determine a less than significant impact related to GHG emissions.

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. In addition, the proposed project would construct 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 proposed project would not include natural gas plumbing or appliances. As such, the proposed project would be compliant with this provision.

Wasteful, Inefficient, or Unnecessary Energy Consumption Provision

Section 2.7, 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 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.

Electric Vehicle Charging Infrastructure Provision

To achieve compliance with EV requirements in the most recently adopted version of CALGreen Tier 2 Section A5.106.5.3.2, all three proposed staff parking spaces would need to be EV capable.¹⁹ An EV capable space is a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage), both underground and/or surface mounted, to support EV charging. An EV capable space requires just the infrastructure (conduit, breaker space, junction box, etc.) for the future installation of an EV charging station. These types of spaces do not require any charging equipment to be installed at the time of permit. 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 site plans do not indicate that the proposed project would include the required EV capable spaces, and as a result, could conflict with this provision. Consequently, the proposed project could result in a significant impact. However, MM GHG-1 would require the proposed project applicant to demonstrate on project site plans or other project materials, prior to obtaining a grading permit, that the number of EV capable charging stations would be provided consistent with the most recent adopted CALGreen Tier 2 standards. As such, the proposed project would be compliant with this provision with mitigation incorporated.

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.²⁰ 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.

¹⁹ California Energy Codes and Standards. 2022 CALGreen Light-Duty Electric Vehicle Charging Infrastructure Requirements. Website: https://localenergycodes.com/download/1736/file_path/fieldList/2022%20CALGreen%20EV%20Light%20Duty.pdf. Accessed October 24, 2024.

²⁰ 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, 2024.

In summary, the proposed project would satisfy all four criteria as outlined in the BAAQMD GHG threshold Criterion A. Therefore, the project’s GHG impacts would be less than significant with mitigation incorporated.

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

Less than significant impact. 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. The consistency of the proposed project with respect to ARB’s 2022 Scoping Plan and the City’s Sustainability Plan and General Plan are discussed below.

2022 Scoping Plan

The 2022 Scoping Plan is a document that sets forth the path for how the State will achieve carbon neutrality by 2045 and reduce anthropogenic carbon emissions to 85 percent below 1990 levels by 2045. The BAAQMD qualitative thresholds were designed to ensure future projects complete their “fair share” of implementing carbon reduction design features to help achieve the State’s carbon neutrality goal. A project that can meet the energy and transportation design elements outlined in the BAAQMD thresholds or is consistent with a qualified GHG reduction strategy then is consistent with the goals outlined in the 2022 Scoping Plan and would not hinder the State from achieving carbon neutrality. As described above, the proposed project would be consistent with the all-electric, EV charging, energy efficiency, and VMT design elements outlined in the BAAQMD thresholds. Therefore, the proposed project would be consistent with the State’s goal to achieve carbon neutrality and would be consistent with the 2022 Scoping Plan.

Pittsburg Sustainability Plan and General Plan

The 2040 General Plan and Sustainability Plan identify goals and policies aimed to reduce the City’s contribution to GHG emissions. For the proposed project, implementation of policies that either increase energy efficiency or reduce energy use would effectively reduce indirect GHG emissions. The project’s consistency with applicable policies is provided in Table 8 below. As shown in Table 8, the proposed project would comply with all applicable policies in the Sustainability Plan and General Plan.

Table 8: Project Consistency with Sustainability Plan and General Plan

Policy	Project Consistency
Sustainability Plan	
Action E-1.1: Electrify 75 percent of new construction in the City by 2026 and 100 percent of new construction in the City by 2029.	Consistent: The proposed project would be all-electric in design and would not include natural gas plumbing.
Action W.1.1b: Continue to implement and enforce Model Water-Efficient Landscape Ordinance to encourage use of efficient irrigation systems, greywater usage, on-site stormwater capture, and	Consistent: The proposed project would comply with the Pittsburgh Municipal Code 18.84.310 Water-efficient landscape standards.

Policy	Project Consistency
limit the portion of landscapes that can be covered in turf.	
Action W-1.3b: Continue compliance with the City’s National Pollutant Discharge Elimination System	Consistent: The proposed project would be subject to compliance review with building code standards of the Pittsburg Municipal Code, the San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB) Municipal Regional Stormwater NPDES Permit, and other applicable regulations. 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.
2040 General Plan	
Policy 7-P-1.5: Implement and continue to increase efforts to reduce regional Vehicle Miles Traveled (VMT) by supporting land use patterns and site designs that promote active modes of transportation, and public transit.	Consistent: The proposed project would have a less than significant impacts related to VMT. Therefore, the proposed project would not increase regional VMT.
Action 7-A-2.m: Encourage major employers to establish designated carpool parking areas, designated electric vehicle (EV)/Clean Air Vehicle (CAV) parking, and secure on-site bicycle facilities.	Consistent: The proposed project would implement MM GHG-1 and would provide EV charging infrastructure meeting CALGreen Nonresidential Tier 2 EV charging standards.
Policy 10-P-6.2: Ensure that new development is consistent with the energy objectives and targets identified by the City’s Sustainability Plan.	Consistent: The proposed project would adhere to the objectives and targets identified by the City’s Sustainability Plan, as described above.
Policy 10-P-6.10: Require and condition all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current “green” development standards in the California Green Building Standards Code.	Consistent: The proposed project would comply with the current California Building Code at the time of application, including the “CALGreen” code for electric energy conservation.

Summary

The proposed project would not conflict with the 2022 Scoping Plan 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

MM GHG-1 Prior to issuance of any grading permits, the applicant shall demonstrate to the satisfaction of the City of Pittsburg (e.g., shown on site plans and permit

applications), that the proposed parking areas are designed and will be built to accommodate electric vehicle (EV) charging infrastructure. At a minimum, project parking shall be designed to meet the Tier 2 Nonresidential Voluntary Measures of the 2022 California Green Building Standards Code, Section A5.106.5.3.2.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.9 Hazards and Hazardous Materials <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

The information in this section is based in part on a Phase I Environmental Site Assessment (Phase I ESA) conducted by Krazan on October 13, 2023, and is included as Appendix E 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 the 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, California Department of Transportation (Caltrans), California Division of Occupational Safety and Health (Cal/OSHA), and 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, the impact 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. The project site appears to have been vacant land which has not been developed with any buildings since at least 1906; however, a large monument sign has been located in just outside the eastern project boundary since approximately 2011. Additionally, the project site appears to have been used as a vehicle/equipment staging area associated with the installation of utility poles on the subject site and nearby properties in 2009. The project site was utilized for agricultural purposes (dry farming) from at least 1937 until at least 1939 and appears to have been uncultivated land since at least 1949.

The Phase I ESA identified no evidence of Recognized Environmental Conditions (RECs), Controlled RECs (CRECs) or Historical RECs (HRECs) in connection with the project site. However, apparent end-dump soil/debris piles, soil piles/mounded soil, and large pieces of concrete debris were present in the western portion of the subject site adjacent to a paved access road. The end-dump soil/debris piles contained rock and pieces of asphalt and concrete debris suggesting a construction/demolition site origin. The apparent end-dump soil/debris piles occupied an area of approximately 150 square feet with piles approximately three feet high in places, and the soil piles and mounded soil occupied an area of approximately 100 square feet with piles 2.5 feet high in places. No odors, surface staining, soil discoloration, or other obvious evidence of the presence of hazardous materials were noted in association with the soil/debris piles and soil piles/mounds; however, only the surfaces of the piles/mounds were observable.

As required by MM HAZ-2, the proposed project shall collect soil samples from the on-site soil piles/mounded soil to assess the presence or absence of constituent of potential concern (COPCs) and to determine whether or not the soil piles/mounds can be spread on-site at the time of development or for disposal purposes, if found to be warranted. MM HAZ-2 would require remediation of any contaminated soils discovered. With implementation of MM HAZ-2 and MM HAZ-3, impacts related to contaminated soils would be less than significant.

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 0.25 mile south of the project site; Martin Luther King, Jr. Junior High School, located approximately 0.5 mile northwest of the project site; Stoneman Elementary School, located approximately 0.69 mile southwest of the site; and Turner Elementary School, located approximately 0.86 mile southeast of the site. 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.

Nonetheless, the routine use of these materials during construction could result in accidental releases during their handling and storage. Although the duration and extent of construction activity would be limited, because of the proximity of some construction activities to the schools, impacts could be potentially significant. As noted in the discussion under impact a) above, construction activities that involve hazardous materials would be governed by several agencies, including Cal/EPA, Caltrans, Cal/OSHA, and 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. During operation, the use of hazardous materials would be minimal, as noted, and would not result in a hazardous materials release incident that could impact area schools. Compliance with the City's Emergency Operations Plan and Local Hazard

Mitigation Plan would ensure appropriate response to any hazardous materials release. Therefore, because the proposed project would comply with applicable federal, State, and local laws pertaining to the safe handling and transport of hazardous materials, impacts associated with accidental release of hazardous materials from construction equipment/vehicles or operational activities would be less than significant.

- 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 65962.5.²¹ The nearest site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 is a non-adjacent tiered permit site approximately 0.12 mile northeast of the project site. As such, 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 approximately 10.59 miles southwest of the project site at 550 Sally Ride Drive in the City of Concord, California. 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.²² 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 and Resiliency Element of the General Plan in 2024.^{23,24} General Plan Policy 11-P-1.2 provides for adequate emergency response equipment and personnel training to follow the procedures contained within the Emergency Operations Plan and Emergency Response and Emergency Operations Plan for a major earthquake, wildland fire, flood, or hazardous materials release event.

²¹ California Department of Toxic Substances Control (DTSC). EnviroStor. 2021 Hazardous Waste and Substances Site List. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005. Accessed September 26, 2024.

²² 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 September 26, 2024.

²³ City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: http://apps.pittsburghpa.gov/redtail/images/1701_1686_Pgh_Basic_Plan-_Volume_1_1-3-2018.pdf. Accessed September 26, 2024.

²⁴ City of Pittsburg. 2024. General Plan Pittsburg 2040 Chapter 11: Safety and Resiliency.

The project site is located along North Park Boulevard, which is a major roadway in the City. The project site is also adjacent to 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 a shared driveway off North Park Boulevard, located along the site's western boundary, which would operate via a one-way circulation system. The existing driveways are approximately 18 feet wide, which is above the City's required 12-foot minimum for a one-way driveway in a nonresidential area.²⁵ Therefore, the project site would have adequate emergency access and impacts would be less than significant.

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 project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) within a State Responsibility Area (SRA).²⁶ 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. Since the project site is in a built-up area, the risks for wildfire are extremely low. The impact would be less than significant.

Mitigation Measures

MM HAZ-1 Conduct Soil Sampling

Prior to issuance of a grading permit, the applicant shall collect soil samples from the on-site soil piles/mounded soil, which shall be analyzed to assess the presence or absence of constituent of potential concern (COPCs), to determine whether or not the soil piles/mounds can be spread on-site at the time of development or for disposal purposes, if found to be warranted.

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-2 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 oversight agency (e.g., RWQCB, Contra Costa Environmental Health, or California Department of Toxic Substance Control [DTSC]).

²⁵ City of Pittsburg. 2024. Pittsburg Municipal Code Chapter 18.78 Off-Street Parking and Loading. Website: <https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg18/Pittsburg1878.html>. Accessed September 26, 2024.

²⁶ California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area. Website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed September 26, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.10 Hydrology and Water Quality <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 NPDES, with specific requirements established in each NPDES

permit. NPDES permits are required for stormwater runoff in urban areas and are administered by the RWQCB.²⁷

“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.²⁸

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.²⁹

The developed portions of the Pittsburg Planning Area are within a major watershed: 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.³⁰

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.³¹

The Contra Costa Canal is situated 6.2 miles east of the project site and is not at risk of sedimentation from the new upstream development.³²

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 25,389 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 and would comply with all federal, State, and local regulations pertaining to control of polluted runoff. The total landscaped area would be 12,190 square feet, or 30 percent of the project site. Runoff from the car wash tunnel would be sent to a reclaimed water system and would be reused. The water would undergo ozone treatment,

²⁷ California State Water Resources Control Board (State Water Board). San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB). Stormwater. Website: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/. Accessed September 27, 2024.

²⁸ Ibid.

²⁹ Ibid.

³⁰ Kirker Creek Watershed map. Website: <https://www.bing.com/maps?q=kirker+Creek+California+watershed&FORM=HDRSC7&cp=37.997991%7E-121.8809&lvl=14.2>. Accessed September 27, 2024.

³¹ City of Pittsburg Storm Drain. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/15013/638179223419830000>. Accessed September 27, 2024.

³² Contra Costa Canal Website: <https://www.bing.com/maps?q=contra+costa+canal+map&FORM=HDRSC7&cp=38.013911%7E-121.875714&lvl=14.2>. Accessed September 27, 2024.

sent to a sand-oil separator, and discharged into the sanitary sewer line. Runoff from the impervious area of the proposed 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 on May 11, 2022. Provision C.3 in the 2022 MRP requires site designs for new developments and redevelopments to minimize the area of new roofs and paving, treat runoff, and, in some cases, control the rates and durations of site runoff.

In accordance with Provision C.3, General Plan Policies 10-P-4.8 protects water quality by reducing nonpoint sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. All drainage from new development should either be directed to a City storm drain system that avoids CCWD facilities and Contra Costa Canal right-of-way, or obtain an encroachment permit from CCWD consistent with Action 10-A-2.h. Policy 10-P-4.9 requires projects to comply with BMPs for development and construction on sites where the erosion potential is moderate to severe or which may affect riparian areas. This policy recommends completing the storm drainage system in the early phase of construction to manage stormwater runoff during construction.

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.

Per Chapter 10-P-4.8 and 10-P-4.9 of the General Plan, a SWPPP is required for every application for a development project.³³ Additionally, per Policy 12-P-2.1, the proposed project would be required to implement user conservation efforts to help reduce demand in light of drought patterns, groundwater management, raw water availability, and the potential for unforeseen shortfall.³⁴ Chapter 13.28 of the Pittsburg Municipal Code regulates stormwater management and discharge control. Per Municipal Code Section 15.88030, surface runoff must be minimized as much as possible during all land-disturbing.³⁵ Municipal Code 18.84.310 states that landscaping and irrigation must incorporate technology and practices to prevent.

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

³³ City of Pittsburg. City of Pittsburg General Plan 2040. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/16189/638499779715030000>. Accessed September 30, 2024.

³⁴ City of Pittsburg. 2040 General Plan. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/16189/638499779715030000>. Accessed November 22, 2024.

³⁵ Ibid.

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 Pittsburgh 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 Assembly Bill (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 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. 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 proposed 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.

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 Pittsburgh 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.³⁶ 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.³⁷ 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?**

No impact. According to the FEMA NFHL, the project site is not located within an area with flood risks.³⁸ 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.³⁹ Therefore, there would be no impact.

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

No 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, would also comply with applicable General Plan goals, policies, and mitigation measures. Therefore, there would be no impact.

Mitigation Measures

No mitigation required.

³⁶ 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 September 30, 2024.

³⁷ Ibid.

³⁸ Ibid.

³⁹ California Department of Conservation. 2021. California Tsunami Maps and Data. Website: <https://www.conservacion.ca.gov/cgs/tsunami/maps>. Accessed September 30, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The project site consists of undeveloped land.

The project site is surrounded by commercial and residential uses. Adjoining and nearby properties include the following: Directly north of the site is a dialysis center. Abandoned railroad tracks and California Avenue are farther to the north, with construction storage uses located beyond. East of the project site is the North Park Plaza shopping mall, containing Island Pacific Supermarket and Seafood, The Home Depot, KeyMe Locksmiths, Furniture Store, and WinCo Foods. South of the proposed site is North Park Boulevard and SR-4, with residential uses to the south of SR-4. West of the proposed site is WOW! Smiles Orthodontist, Sonic Drive-In, Big O Tires, and the intersection of North Park Boulevard and Loveridge Road. The project site is designated Regional Commercial by the General Plan. According to the 2040 General Plan, lands designated Regional Commercial are intended to provide commercial acreage for large-scale retailers and big-box retail centers, automobile sales and services. The project site is currently within the Community Commercial (CC) Zoning District. As the current zoning does not allow for the use classification of Automobile Washing, the applicant is requesting a Rezone to establish a Limited Overlay District that would change the zoning designation of the project site from the CC Zoning District to the Community Commercial, Limited Overlay (CC-O) Zoning District. The CC-O District Zoning would be consistent with the existing Community Commercial General Plan Land Use Designation and would allow for an Automobile Washing facility subject to an approved UP.

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 outlying area. The proposed project does not include construction of any roadway or other structures that would physically divide any portion of the community. Nor would the proposed

project impede or limit circulation. Accordingly, there would be no impact related to physically dividing a 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?

No Impact. The project site is within the CC District, and the applicant is seeking approval of an overlay and a UP to allow for the proposed car wash facility.

The proposed project, as designed, would be consistent with the allowable building height, rear yard and front yard setback, and landscaping requirements. The project's proposed lot coverage would be 7 percent, whereas the CC District identifies a maximum of 50 percent.

The proposed overlay and UP are intended to achieve project consistency with the Pittsburgh Municipal Code, Zoning Ordinance, and 2040 General Plan. In the absence of the overlay and UP, the proposed project could not advance. When the proposed project itself entails approvals to achieve consistency, the requirement for an overlay and UP is an element of the proposed project, which then necessitates a legislative policy decision by the Lead Agency and does not signify a potential environmental effect..

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 <i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. The historical remnants of the Black Diamond Mines Regional Preserve are located approximately 2 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. According to the City's 2040 General Plan, significant mineral resources are not present in the City.⁴⁰ 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 the potential for mineral resources to occur. Therefore, the proposed project would not result

⁴⁰ City of Pittsburg. 2040 General Plan, Resource Conservation Element. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/16189/638499779715030000>. Accessed November 21, 2024.

in 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 <i>Would the project result in:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The proposed project site is located within the City of Pittsburg, in Contra Costa County, California. The site is surrounded by commercial uses to the west, north, and east and by North Park Boulevard and SR-4 to the south. The closest existing sensitive receptor to the project site is a multi-family apartment complex (Diamond Hillside Apartments) located approximately 350 feet south of the project site across SR-4.

The dominant noise source on the project site is traffic on local roadways and SR-4 adjacent to the project site. According to the General Plan Draft EIR, existing traffic noise contours along SR-4, adjacent to the proposed project site range up to 70 dBA L_{eq} within 407 feet of the centerline of the roadway. Other noise sources in the project vicinity include daytime activity at nearby commercial uses located to the east and west of the project site, and Bay Area Rapid Transit (BART) also located directly south of the project site.

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.

City of Pittsburg 2040 General Plan

The City of Pittsburg addresses noise in the City's 2040 General Plan, dated April 25, 2024. 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 Quick Quack Car Wash commercial development project:

- 13-P-1.1** Areas within Pittsburg exposed to existing or projected exterior noise levels from mobile noise sources exceeding the performance standards in Table 13-1 (Table 9, below) shall be designated as noise-impacted areas.

Table 9: Maximum Allowable Noise Exposure from Mobile Noise Sources

Land Use or Project Type ¹	Outdoor Activity Areas ^{2,3}	Interior Spaces	
		L_{dn} /CNEL, dBA	L_{eq} , dBA ⁴
Residential	60	45	—
Motels/Hotels	65	45	—
Mixed-Use	65	45	—
Hospitals, Nursing Homes	60	45	—
Theaters, Auditoriums	—	—	35

Land Use or Project Type ¹	Outdoor Activity Areas ^{2,3}	Interior Spaces	
		L _{dn} /CNEL,dBA	L _{eq} , dBA ⁴
Churches	60	—	40
Office Buildings	65	—	45
Schools, Libraries, Museums	70	—	45
Playgrounds, Neighborhood Parks	70	—	—
Industrial	75	—	45
Golf Courses, Water Recreation	70	—	—

- ¹. Where a proposed use is not specifically listed, the use shall comply with the standards for the most similar use as determined by the City.
- ². Outdoor activity areas for residential development are considered to be the back yard patios or decks of single-family units and the common areas where people generally congregate for multi-family developments. Where common outdoor activity areas for multi-family developments comply with the outdoor noise level standard, the standard will not be applied at patios or decks of individual units provided noise-reducing measures are incorporated (e.g., orientation of patio/deck, screening of patio with masonry or other noise-attenuating material). Outdoor activity areas for nonresidential developments are the common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities; not all residential developments include outdoor activity areas.
- ³. In areas where it is not possible to reduce exterior noise levels to achieve the outdoor activity area standard using a practical application of the best noise reduction technology, an increase of up to 10 Ldn over the standard will be allowed provided that available exterior noise reduction measures have been implemented and interior noise levels are in compliance with this table.
- ⁴. Determined for a typical worst-case hour during periods of use.

Source: City of Pittsburgh, April 25, Pittsburgh 2040 General Plan. Website:

pittsburghca.gov/home/showpublisheddocument/16189/638499779715030000. Accessed November 1, 2024.

13-P-1.2 Require development projects, including new uses, to meet the noise standards established in Table 13-1 (Table 9 above).

13-P-1.7 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.

13-P-1.9 Evaluate projects for stationary noise source impacts based on the standards in Table 13-2 (Table 10below).

Table 10: Performance Standards For Stationary Noise Sources, Including Affected Projects^{1,2,3,4}

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L _{eq} , dBA	55	45

Notes:

- ¹. Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.
- ². No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
<p>3. Stationary noise sources which are typically of concern include, but are not limited to, the following: heating, ventilation, and air conditioning (HVAC) systems, pump stations emergency generators, steam valves generators, air compressors, conveyor systems, pile drivers, drill rigs, welders, outdoor speakers, cooling towers/evaporative condensers, lift stations, boilers, steam turbines, fans, heavy equipment, transformers, grinders gas or diesel motors, cutting equipment, and blowers.</p> <p>4. The types of uses which may typically produce the noise sources described above include but are not limited to industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.</p> <p>Source: City of Pittsburg, April 25, Pittsburg 2040 General Plan. Website: pittsburgca.gov/home/showpublisheddocument/16189/638499779715030000. Accessed November 1, 2024.</p>		

13-A-1.e In making a determination of impact significance under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels experience a substantial permanent increase. Generally, a 3 dB increase in noise levels is barely perceptible, and a 5 dB increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:

- When existing noise levels are less than 60 dB, a 5 dB increase in noise will be considered substantial;
- When existing noise levels are between 60 dB and 65 dB, a 3 dB increase in noise will be considered substantial;
- When existing noise levels exceed 65 dB, a 1.5 dB increase in noise will be considered substantial.

Additional or alternative criteria can be used for determining a substantial increase in noise levels. For instance, if the overall increase in noise levels occurs where no noise-sensitive uses are located, then the City may use its discretion in determining whether there is any impact at all. In such a case, the following alternative factors may be used for determining a substantial increase in noise levels:

- the resulting noise levels;
- the duration and frequency of the noise;
- the number of people affected;
- conforming or non-conforming land uses;
- the land use designation of the affected receptor sites;
- public reactions or controversy as demonstrated at workshops or hearings, or by correspondence; and
- prior CEQA determinations by other agencies specific to the project.

City of Pittsburgh Municipal Code

The City of Pittsburgh 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 generally prohibited between the hours of 10:00 p.m. and 7:00 a.m. except in case of emergencies. 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 13-P-1.7 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)

Construction events or 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:

- 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. 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 13-P-1.7 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 Pittsburgh 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 Pittsburgh Municipal Code and 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 proposed 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 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 is not being 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 proposed 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 site is surrounded by commercial uses to the west, north and east and along North Park Boulevard and SR-4 to the south. The closest existing sensitive receptor to the project site is a multi-family apartment complex (Diamond Hillside Apartments) located approximately 320 feet south of the edge of the project site across SR-4.

The façade of the nearest residence would be located approximately 340 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 and assuming minimal shielding from the existing 12-foot-high sound wall on the south side of SR-4, relative worst-case maximum construction noise levels would attenuate to 62 dBA L_{max} , with relative worst-case hourly average construction noise levels attenuating to 59 dBA L_{eq} at this nearest sensitive receptor. These noise levels are more than 10 dBA below existing documented traffic noise levels from SR-4 adjacent to the project site and would therefore not result in any increase in ambient noise levels as measured at this nearest sensitive receptor.

Although there could be a relatively high single-event noise exposure potential causing an intermittent noise nuisance, the effect of construction activities on longer-term (hourly or daily) ambient noise levels would be small; especially considering that these reasonable worst-case construction noise levels would not cause any increase in daytime ambient noise levels as measured at the nearest sensitive receptors. As noted previously, the City limits noise-producing construction activities to between the hours of 8:00 a.m. and 5:00 p.m. Therefore, compliance with the City's permissible hours of construction would ensure that the proposed project would not result in

annoyance or sleep disturbance of nearby sensitive receptors. With compliance of the Municipal Code ordinances, the proposed project would not result in substantial temporary increases at the off-site sensitive receptors above established standards, and construction noise impacts on sensitive receptors in the project vicinity would be less than significant.

Operational/Stationary Source Noise Impacts

Less than significant impact. A significant impact would occur if the proposed project results in an exceedance of the City's noise performance standards for stationary noise sources. The City has established a daytime (7 a.m. to 10 p.m.) threshold of 55 dBA L_{eq} and a nighttime (10 p.m. to 7 a.m.) threshold of 45 dBA L_{eq} as measured at sensitive receptors.

The project's primary stationary noise sources would be the operation of new exterior mechanical equipment sources, including the turbine vacuum equipment and dryer blower operations. The facility would operate during the hours of 7:00 a.m. to 9:00 p.m., 7 days per week. 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 from typical 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 F). The proposed vacuum equipment system would be located as close as 400 feet from the nearest residential receptor, which is the multi-family apartment complex located directly south of the project site across SR-4. At this distance and assuming minimal shielding from the existing 12-foot-high sound wall on the south side of SR-4, noise generated by the proposed turbine vacuum equipment operations would attenuate to below 10 dBA L_{eq} as measured at the nearest residential receptor. Even assuming a relative worst-case of all vacuum bays operating simultaneously for a full hour, the resulting operational noise level would not exceed an hourly average of 10 dBA L_{eq} as measured at the nearest residential receptor.

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 operating equipment. This equipment would be located inside the carwash tunnel exit. This exit is located over 450 feet from the nearest residential receptor, which is the multi-family residential homes located directly south of the project site across SR-4. The tunnel exit would block the line of sight to the blower equipment which would 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 and the existing 12-foot-high sound wall on the south side of SR-4, noise generated by the carwash blower equipment operations would attenuate to below 47 dBA L_{eq} as measured at the nearest residential receptor.

Therefore, with operation hours only occurring between 7:00 a.m. to 9:00 p.m., implementation of the proposed project would not result in noise levels in excess of the City's 55 dBA L_{eq} daytime noise limit as measured at 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 the proposed project increased traffic noise levels by the following:

- +5.0 dB or more where ambient noise levels without project are <60 dB
- +3.0 dB or more where ambient noise levels without project are 60–65 dB
- +1.5 dB or more where ambient noise levels without project are >65 dB

According to the General Plan Draft EIR, existing traffic noise contours along SR-4, adjacent to the proposed project site range up to 70 dBA L_{eq} within 407 feet of the centerline of the roadway. Therefore a +1.5 dB or greater increase would be considered a significant increase. Typically, a doubling of the Average Daily Traffic (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 noise discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Similarly, a 10 percent or smaller increase in traffic volumes would result in a less than 1 dBA increase in traffic noise levels.

According to the TA prepared by Hexagon Transportation Consultants, Inc.,⁴¹ the existing PM peak-hour trips on North Park Boulevard adjacent to the project site are 780. However, the proposed project would only generate 78 PM peak-hour trips. These trips represent only 10 percent of the existing PM peak-hour trips on the adjacent roadway segment and would result in a less than 1 dBA increase in traffic noise levels.

Therefore, implementation of the proposed project would not result in a +1.5 dB or more increase in traffic noise levels compared with traffic noise levels existing without the project and the impact would be less than significant.

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

Less than significant impact. A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. The City of Pittsburgh 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.⁴²

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

⁴¹ Hexagon Transportation Consultants, Inc. 2024. Quick Quack Car Wash Draft Transportation Analysis. November 6.

⁴² 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 November 21, 2024.

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.

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 is the commercial building located west of the project site. The façade of this closest structure would be located approximately 65 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 0.02 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 nonengineered 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 proposed 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 west of the project site. 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 site 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

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.14 Population and Housing <i>Would the project:</i>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

According to the California Department of Finance, the City of Pittsburg's estimated population for 2021 is approximately 75,085.⁴³

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.

The General Plan anticipated a total population at buildout for the entire General Plan area to be 93,340. (General Plan, Land Use 2-22) The population as of January 2024 is 75,085,⁴⁴ well below the anticipated buildout. The proposed project would include approximately 18 employees. For a conservative estimate, the proposed project could result in a population increase of 47 people, utilizing the ratio of 2.58 persons per household and assuming all employees would relocate to the City. However, given the unemployment level and available labor force, it is likely that the proposed project would include workers from the existing workforce. According to the State of California,

⁴³ Department of Finance. 2021. E-1 Population Estimates for Cities, Counties, and State—January 1, 2021 through 2024. <https://dof.ca.gov/forecasting/demographics/estimates/e-4-population-estimates-for-cities-counties-and-the-state-2011-2020-with-2010-census-benchmark-new/>. Accessed September 6, 2024.

⁴⁴ California Department of Finance, Tables of January 2024 City Population Ranked by Size, Numeric and Percent Change. Website: https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/RankCities_2024.xlsx. Accessed October 4, 2024.

Employment Development Department, as of September 2024 the City had a total workforce of 33,800 with an unemployed population of 2,000, resulting in an unemployment rate of 5.8 percent.⁴⁵ 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.

⁴⁵ California, Economic Development Department, Monthly Labor Force Data for Cities and Census Designated Places (CDP). Website: <https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html#Data>. Accessed October 7, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services <i>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:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

Fire protection services are provided to the Pittsburg Planning area by the Contra Costa County Fire Protection District (CCCYPD) and a total of four fire stations—Stations 84, 85, 86, and 87—currently serve the City and Unincorporated Contra Costa County, Bay Point.⁴⁶

Law enforcement services are provided by the Pittsburg Police Department.

The nearest schools to the project site are Martin Luther King, Jr., Junior High School High School, located approximately 0.49 mile northwest of the project; Pittsburg High School, located approximately 1.17 miles northwest of the project site; Stoneman Elementary School, located approximately 0.67 mile southeast of the project site; and Black Diamond High School, located approximately 0.79 mile south of the project site. There are currently 26 park facilities within the City of Pittsburg.⁴⁷ The nearest park to the project site is Small World Park, located approximately 1.6 miles southwest of the 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?

⁴⁶ City of Pittsburg. 2024. General Plan, Public Facilities. Page 11–14 Website: <https://www.pittsburgca.gov/home/showpublisheddocument/1389/637479142624630000>. Accessed September 23, 2024.

⁴⁷ City of Pittsburg. 2024. Pittsburg Parks. Website: <https://www.pittsburgrec.com/parks-facilities/parks-at-a-glance-copy>. Accessed September 25, 2024.

Less than significant impact. The CCCFPD provides fire protection services to the City. The nearest fire station would serve the proposed project, Contra Costa Fire Station 85, which is located approximately 0.6 mile southwest of the project site, or an approximately 5-minute drive. The 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.⁴⁸ 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, approximately 1.67 miles northwest 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 be expected to generate 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 in the City. Because the 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 Central Park, located approximately 2.3 miles northwest of the site at 2981 Pittsburg-Antioch Highway. Central Park is an 8-acre community park located at the corner of Pittsburg/Antioch Highway Bypass and East 14th Street.⁴⁹ Central Park features a multiuse recreation facility incorporating many amenities such as an artificial turf soccer field, baseball field, and a full-size basketball court. 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 previously stated, there are currently 26 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.

⁴⁸ Cameron, Michael, Fire Inspector, Contra Costa County Fire Protection District (CCCFPD). Personal communication: email. September 25, 2024.

⁴⁹ Google Maps. Central Park, Pittsburg, CA. Website: https://www.google.com/maps/dir/1650+N+Park+Blvd,+Pittsburg,+CA+94565/2987+Pittsburg-Antioch+Hwy,+Pittsburg,+CA+94565/@38.0183131,-121.8764142,1744m/data=!3m2!1e3!4b1!4m13!4m12!1m5!1m1!1s0x8085597b98f9860b:0xed528e40377db507!2m2!1d-121.8640086!2d38.0115088!1m5!1m1!1s0x80855bdbcad0833:0xc87e5e48ab54aa24!2m2!1d-121.8715932!2d38.0205696?entry=ttu&g_ep=EgoyMDI0MDkyMy4wIjKXMDSoASAFQAw%3D%3D. Accessed: September 26, 2024.

e) Other public facilities?

No impact. The nearest public library to the project site is Pittsburg Library—Contra Costa County Library, located approximately 1.67 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The nearest park or recreational facility is Central Park, located approximately 0.69 miles northwest of the site at 2987 Pittsburgh-Antioch Highway in Pittsburgh. Central Park features a multiuse recreation facility incorporating many amenities. There is a newly constructed artificial turf soccer field surrounded by an iron gate fence. Other amenities include two horseshoe pits, drinking fountains, snake bar, restrooms, open turf play areas and a 50 car parking lot.⁵⁰

- 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.

⁵⁰ City of Pittsburgh. 2024. Public Parks. Website: https://experience.arcgis.com/experience/75cc017246dc47d6abcd3a4ee2b596b8/#data_s=id%3AdataSource_1-18ba5ceb362-layer-4%3A7. Accessed November 22, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.17 Transportation <i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

The following analysis is based in part on the TA dated November 6, 2024, prepared by Hexagon and included in Appendix G.⁵¹

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 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.

Regional roadway access to the project site is provided via SR-4. Local access is provided by North Park Boulevard/California Avenue and Loveridge Road. Loveridge Road is a north–south local road with two lanes in each direction in the vicinity of the site. The posted speed limit is 35 to 40 mph. Loveridge Road serves primarily commercial and industrial businesses in the vicinity of the project. Access to the project site is provided from Loveridge Road via North Park Boulevard. North Park Boulevard/California Avenue is an east–west road with two lanes in each direction in the vicinity of the site. It transitions to California Avenue at the intersection with Loveridge Road. The posted speed

⁵¹ Hexagon Transportation Consultants, Inc. 2024. Draft Focused Transportation Analysis for the Quick Quack Car Wash Project. November 6.

limit is 20 mph on North Park Boulevard. Access to the project site is provided directly from the project driveway on North Park Boulevard.

Would the project:

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

Less than significant impact. The proposed project is a car wash facility. Therefore transit, bicycle, and pedestrian facilities would not be regularly used to access the 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-1.8 is intended to maximize the carrying capacity and safety of arterial roadways by controlling the number of intersections, commercial driveways, and residential access points. Local roads providing access to individual sites allow driveways without restriction.⁵² The proposed project would be consistent with this policy as site access would be provided via an existing driveway that is shared with the dental office. The driveway would also provide access to the dialysis center, just north of the site. The site plan does not show any changes to the existing driveway. The driveway is approximately 30 feet wide, which meets the City of Pittsburgh Standard Detail R-3 for commercial developments.

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. 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." Pass-by trips for the project's car wash are not included in the Institute of Transportation Engineers (ITE) Handbook, and although some project trips would already be on the road, to be conservative, no pass by trips were assumed in this analysis. The proposed project is anticipated to generate 78 new trips per day. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT or inconsistency with an 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.⁵³

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. The proposed project includes a car wash aisle at the south end of the site and a single parking drive aisle for the vacuuming station at the north end of the site. The project includes 13 vacuuming

⁵² City of Pittsburgh. Pittsburgh General Plan 2024. Circulation and Transportation. Table 7-1.

⁵³ California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Website: https://lci.ca.gov/docs/20180416-743_technical_advisory_4.16.18.pdf. Accessed November 7, 2024.

stations/parking spaces and three parking spaces for staff. The vacuuming spaces are for visitors to use. The project drive aisle to the vacuuming spaces is 25 feet wide, which is sufficient for maneuvering in and out of parking/vacuum spaces. For the car wash operations, vehicles enter through the project driveway, pass through the pay stations, and then enter the car wash tunnel at the southeast corner of the site. Vehicles would then either exit the project site or go to the vacuuming spaces before exiting. For visitors not going through the car wash tunnel, the entry lane provides direct access to the vacuuming spaces. Cars exiting the tunnel and turning right toward the vacuum stations will not be able to make the turn in one try. Cars would need to conduct a three-point movement to avoid the structure that separates the vacuum stations, which is undesirable and can result in collisions.

To minimize the potential for conflicts with cars exiting the tunnel, the TA recommended removing two vacuum stations to allow sufficient space for vehicles to exit the tunnel and turn right toward the vacuum stations. In addition, a STOP sign would be placed at the end of the tunnel for exiting vehicles to give the right-of-way to cars leaving the site. Incorporation of these project features would ensure that vehicle access and internal circulation within the project site would be adequate. Therefore, impacts would be less than significant.

According to the City of Pittsburgh Municipal Code (18.78.040), automobile washing uses would need to provide four plus one parking space per 500 square feet of building. The project proposes a 3,588 square feet car wash tunnel. Therefore, the proposed project would be required to provide 12 parking spaces. The project proposes 13 parking spaces/vacuuming spaces and three parking spaces (non-vacuuming) for staff. This meets the City's parking requirements.

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 the shared driveway, and possibly North Park Boulevard.

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 vehicles arriving at the facility per hour. Similarly, the service rate is defined as the number of vehicles served within an hour. The applied service rate was based on data regarding the typical time needed to completely service each vehicle. Based on the information provided by the applicant, about 80 percent of the customers are members. Members do not stop their cars paying and can drive up to the gate, where their license plate is scanned, which opens the gate. The carwash can load a car onto the conveyor every 15 seconds, and the system can wash about 155 cars in one hour. It takes approximately 2 minutes and 45 seconds to go through the washing station from the time a vehicle is on the conveyor. To be conservative and to account for the 20 percent of the customers that have to pay, which delays the process, a service rate of 120 vehicles per hour was assumed. Applying these rates produced a calculated 95th percentile queue length approaching the car wash entrance of three vehicles.

The on-site storage capacity provides space for approximately 14 vehicles between the entry and the car wash entrance. Based on the assumed arrival and service rates, the proposed on-site vehicle storage capacity is expected to adequately accommodate the vehicle queue, and no spillover onto the driveway or onto North Park Boulevard is expected to occur. 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 proposed 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.⁵⁴ 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.

⁵⁴ 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 December 4, 2024.

The proposed project does not meet the screening thresholds for TPA or Low VMT Areas. Car washes typically serve the local surrounding community. There are approximately 10 existing car washes in the Pittsburgh and Antioch area, and patrons usually go to the car wash nearest their homes/places of work, along their commute route, or closest to them. Therefore, the average trip length of those land uses is short and generates low VMTs. Thus, the proposed project is considered a local serving use. In addition, the proposed project qualifies as a small project since it is less than 10,000 square feet. Small projects and local serving projects are screened out, and therefore, the car wash is expected to have a less than significant VMT impact.

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 impact. The existing driveway to the site was checked for adequate sight distance. Sight distance would be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For North Park Boulevard, which has a speed limit of 20 mph, the Caltrans stopping sight distance is 150 feet (based on a design speed of 25 mph). This means that a driver must be able to see 150 feet down North Park Boulevard to locate a sufficient gap to turn out of the driveway. This also gives drivers traveling along North Park Boulevard adequate time to react to vehicles exiting the driveway. There are about 500 feet of sight distance looking both ways from the driveway which is more than adequate. Accordingly, impacts would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact. Emergency vehicles would access the project site via a shared driveway off North Park Boulevard, located along the site's western boundary. The existing driveways are approximately 18 feet wide, which is above the City's required 12-foot minimum for a one-way driveway in a nonresidential area.⁵⁵ Therefore, the project site would have adequate emergency access and impacts would be less than significant.

Mitigation Measures

No mitigation required.

⁵⁵ City of Pittsburgh. 2024. Pittsburgh Municipal Code Chapter 18.78 Off-Street Parking and Loading. Website: <https://www.codepublishing.com/CA/Pittsburgh/#!/Pittsburgh18/Pittsburgh1878.html>. Accessed November 7, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems <i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

Setting

The proposed project would obtain water from the City of Pittsburg, which purchases raw water from CCWD, treats the raw water, and then distributes potable water. The proposed project's wastewater would be treated by Delta Diablo.⁵⁶ Mt. Diablo Resource Recovery would provide solid waste services for the project site.⁵⁷ PG&E would provide electricity to the project site.⁵⁸

Would the project:

⁵⁶ Delta Diablo Sanitation District (Delta Diablo). About Us. Website: www.deltadiablo.org/about-us. Accessed September 27, 2024.

⁵⁷ Mt. Diablo Resource Recovery. Pittsburg. Website: <https://mdrr.com/pittsburg/>. Accessed September 27, 2024.

⁵⁸ Pacific Gas and Electric Company (PG&E). Company Profile. Website: <https://www.pge.com/en/about/company-information/company-profile.html>. Accessed September 27, 2024.

- 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, 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.⁵⁹

The City currently operates two groundwater wells that extract and deliver groundwater to be blended and treated at the Pittsburgh 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 2025 and 2030 is greater than the projected demand.⁶⁰ The proposed project would use a moderate amount of water for the car wash tunnel and employee bathroom(s). The proposed project would include some landscaping along the northern, southern, and eastern boundaries of the project site and a small amount of landscaping between the car wash tunnel and the vacuum bays, which would require some additional water consumption. The proposed project would be served from existing off-site City water lines and would not require the relocation or expansion of water delivery as a result of the proposed project.

The proposed project would require the construction of a new on-site water line, which would connect to the existing water line located under North Park Boulevard. Emissions associated with construction of the water line are quantified as part of the site preparation modeling assumptions analyzed in Section 2.3, Air Quality.

The proposed project would utilize a sanitary sewer located in North Park Boulevard. Wastewater would be treated by Delta Diablo. In 2008, the City implemented a Sewer System Management Plan, which has been updated in 2019 and 2023 in compliance with State Water Board Order 2022-0103; Statewide General Discharge Requirements for Sanitary Sewer System (GWDR). 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 nonpotable 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.

⁵⁹ City of Pittsburgh. 2020. City of Pittsburgh 2020 Urban Water Management Plan Final Draft. Website: <https://www.pittsburghca.gov/home/showpublisheddocument/14680/638086158261600000>. Accessed September 27, 2024.

⁶⁰ Ibid.

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).⁶¹ Given that Delta Diablo collected 14,528 acre-feet in 2020, there is still remaining capacity and, therefore, the proposed project would not require any unplanned expansion of wastewater treatment facilities.

The proposed project would connect to the existing storm drain in the northeastern corner of the project site and on the eastern side of the project site. Furthermore, the proposed project would include eight drainage management areas (DMAs), which include four self-treating DMAs and three self-retaining areas. Additionally, three bioretention areas would be located on the western, southern, and northern ends of the project site. 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, provides energy delivery, metering, and billing services. The proposed project would connect to existing overhead electric lines, and telephone line on North Park Boulevard. 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 in 2025 and 2030 is greater than the projected demand.⁶² The proposed project would use a moderate amount of water for the car wash tunnel and employee bathroom(s). The proposed project would include some landscaping along the northern, southern, and eastern boundaries of the project site and a small amount of landscaping located between the car wash tunnel and the vacuum bays, which would require some additional water consumption. The proposed project would be served by existing off-site City water lines.

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

⁶¹ City of Pittsburg. 2020. City of Pittsburg 2020 Urban Water Management Plan Final Draft. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/14680/638086158261600000>. Accessed September 27, 2024.

⁶² Ibid.

2020 UWMP for the years 2025, 2030, 2035, 2040, and 2045. Therefore, 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.⁶³ 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 North Park Boulevard. 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 nonpotable 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 project site would not have access to the recycled water supply and would be required to utilize its own water recycling system. 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.⁶⁴ The proposed project would generate approximately 25–30 gallons per vehicle. The car wash would operate during the hours of 7:00 a.m. to 9:00 p.m., 7 days per week, 363 days per year. The project could wash up to 155 cars per hour, totaling 2,170 cars per day, producing 54,250 to 65,100 gallons of wastewater per day, which represents approximately .004 to .005 percent of the total daily capacity at the Delta Diablo WWTP (13,000,000 gallons per day.)⁶⁵ 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. 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. 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 2022, the remaining capacity was 60,044,291 cubic

⁶³ City of Pittsburg. 2020. City of Pittsburg 2020 Urban Water Management Plan Final Draft. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/14680/638086158261600000>. Accessed September 27, 2024.

⁶⁴ Ibid.

⁶⁵ Delta Diablo. 2024. About Us. Website: <https://www.deltadiablo.org/about-us#:~:text=As%20part%20of%20our%20core,the%20public's%20resources%20and%20trust>. Accessed September 30, 2024.

yards.^{66,67} 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 30 tons of solid waste. This is less than 1 percent of the daily permitted throughput of Keller Canyon Landfill. Additionally, Section 8.10 of the Municipal Code requires that the proposed 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.⁶⁸ Therefore, there would be sufficient capacity to dispose of construction waste resulting from the proposed project.

During 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 yards of waste and approximately 6 yards of recyclable materials. Pickups are, on average, twice a 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.⁶⁹ 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.⁷⁰ The proposed project would generate 6 cubic yards of solid waste and 6 yards of recyclable materials a week. On-site waste features would include recycling and/or compost bins.⁷¹ Therefore, the proposed project would be required to divert organic waste.

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.

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.⁷²

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

⁶⁶ California Department of Resources Recycling and Recovery (CalRecycle). 2024. SWIS Facility/Site Activity Details, Keller Canyon Landfill. Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4407?siteID=228>. Accessed September 27, 2024.

⁶⁷ 2022 Data from GHG Data EPA Website: <https://ghgdata.epa.gov/ghgp/service/facilityDetail/2022?id=1004011&ds=E&et=&popup=true>. Accessed October 1, 2024.

⁶⁸ City of Pittsburg. 2024. Pittsburg Municipal Code. Chapter 8.09 Collection of Organic Refuse. Website: <https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0809.html>. Accessed September 27, 2024.

⁶⁹ City of Pittsburg. 2024. Pittsburg Municipal Code. Chapter 8.06 Collection of Recyclable Refuse. Website: www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0806.html#8.06.040. Accessed September 27, 2024.

⁷⁰ Ibid.

⁷¹ Shannon, Vance A. Director, Entitlements, Quick Quack Car Wash. Personal communication: email. September 26, 2024.

⁷² City of Pittsburg. 2024. Pittsburg Municipal Code. Chapter 8.10 Construction and Demolition Debris Recycling and Polychlorinated Biphenyl's Assessment. Website: www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0810.html#8.10.070. Accessed September 27, 2024.

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.⁷³ The proposed project would generate approximately 12 cubic yards of solid waste per week. As such, the proposed project would be required to comply with AB 1826. Therefore, no impact would occur.

Mitigation Measures

No mitigation required.

⁷³ City of Pittsburgh. 2024. Pittsburgh Municipal Code. Chapter 8.09 Collection of Organic Refuse. Website: <https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg08/Pittsburg0809.html>. Accessed September 27, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.19 Wildfire <i>If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

Setting

An SRA is an area of the State in which the financial responsibility of preventing and suppressing fires has been determined by 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.⁷⁴ A Local Responsibility Area (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.⁷⁵

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

⁷⁴ 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://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed September 10, 2024.

⁷⁵ Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE Website: <https://cdnverify.osfm.fire.ca.gov/media/5973/vista.pdf>. Accessed September 20, 2024.

response plan or emergency evacuation plan. The City of Pittsburg adopted an Emergency Operations Plan in 2018 and the Safety and Resiliency Element of the General Plan in 2024.^{76,77} General Plan Policy 11-P-1.12 ensures that the City regularly reviews the local Hazard Mitigation Plan (HMP) recommendations and implements projects to protect critical facilities and infrastructure and to reduce risk of exposure to identified hazards. Policy 11-A-1.c provides for improving local evaluation capacity through maintaining City roadways, emergency access, and evacuation routes, and providing signage to clearly identify emergency access and evacuation routes. The project site is located along North Park Boulevard, which is a major roadway in the City. The project site is approximately 70 feet from SR-4. Therefore, the project site would have adequate access out of the City should customers and employees need to evacuate.

Emergency vehicles would access the project site via a shared driveway off North Park Boulevard, located along the site's western boundary. The existing driveways are approximately 18 feet wide, which is above the City's required 12-foot minimum for a one-way driveway in a nonresidential area.⁷⁸ Therefore, the project site would have adequate emergency access and impacts would be less than significant.

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.⁷⁹ 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.⁸⁰

The City of Pittsburg is located in an LRA in a non-VHFHSZ.^{81,82} Additionally, the proposed project would require the removal of undeveloped lands and vegetation, reducing the risk of wildfires. The site

⁷⁶ City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/10694/637479142624630000>. Accessed September 10, 2024.

⁷⁷ City of Pittsburg. 2024. General Plan Pittsburg 2040 Chapter 11: Safety and Resiliency. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/1390/637479142624630000>. Accessed September 11, 2024.

⁷⁸ City of Pittsburg. 2024. Pittsburg Municipal Code Chapter 18.78 Off-street Parking and Loading. Website: <https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg18/Pittsburg1878.html>. Accessed November 7, 2024.

⁷⁹ Cameron, Michael. Fire Inspector, Contra Costa County Fire Protection District (CCCFPD). Personal communication: email. September 25, 2024.

⁸⁰ City of Pittsburg. 2018. City of Pittsburg Emergency Operations Plan. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/10694/637479142624630000>. Accessed September 22, 2024.

⁸¹ 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://cdnverify.osfm.fire.ca.gov/media/5973/vista.pdf>. Accessed September 11, 2024.

⁸² California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area. Website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed September 11, 2024.

is located in a flat, urban, and built-up area, which precludes the possibility of wildfire risks being exacerbated because of slopes.

The proposed project would be reviewed and approved by the CCCFPD prior to issuance of occupancy clearance. Since the project site is 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 existing underground water lines, overhead electric lines, a storm drain, sanitary sewer, and telephone lines on North Park Boulevard. No off-site construction of utilities would be required. Additionally, the proposed project would follow all requirements of the CBC and Municipal Code Chapter 15.20 California 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.⁸³ 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. The site is located just outside of Zones AO and Zone AH, as mapped by FEMA, which are defined as areas of minimal flood hazard.⁸⁴ As 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.

⁸³ City of Pittsburgh. 2018. City of Pittsburgh Emergency Operations Plan. Website: <https://www.pittsburgca.gov/home/showpublisheddocument/10694/637479142624630000>. Accessed September 23, 2024.

⁸⁴ 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 September 11, 2024.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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-1-would be implemented.

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-1, 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 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 and MM HAZ-2 would reduce the proposed project's impacts to less than significant.

Based on the discussion provided in Section 2.13, Noise, the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. Impacts related to noise would be less than significant.

The TA presented herein determined that impacts would not occur related to on-site circulation and geometric design feature hazards. Impacts would be less than significant.

Implementation of MM AIR-1, MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, and MM HAZ-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 less than significant or mitigated to a less than significant level. Therefore, with implementation of MM AIR-1, MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, and MM HAZ-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 BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, and MM HAZ-2.

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