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Community and Economic Development Department – Planning Division

NOTICE OF PREPARATION

To: State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

From: City of Pittsburg, Planning Division
65 Civic Avenue
Pittsburg, California 94565

To: Responsible & Trustee Agencies;
Interested Parties

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Suisun Trails Project

The City of Pittsburg is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Suisun Trails Project. The scope of the EIR has been proposed based upon a determination by the City. The City has directed the preparation of an EIR in compliance with the California Environmental Quality Act (CEQA).

Once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies that an EIR will be prepared (CEQA Guidelines Section 15082). The purpose of the NOP is to provide agencies with sufficient information describing both the proposed project and the potential environmental effects to enable the agencies to make a meaningful response as to the scope and content of the information to be included in the EIR. The City is also soliciting comments on the scope of the EIR from interested persons.

Project Title: Suisun Trails Project

Project Applicant: Integral Communities

Date July 31, 2026

Signature

Title Associate Planner

Telephone (925) 252-4824

Email: kgunter@pittsburgca.gov

Reference: California Code of Regulations, Title 14, (California Environmental Quality Act Guidelines) Sections 15082(a), 15103, 15375.

PUBLIC SCOPING MEETING AND COMMENT SUBMITTAL

Two scoping meetings, open to the public, agencies, and stakeholders, will be held to receive public comments and suggestions on the project. At these meetings, staff will give a brief presentation of the EIR process and will take public comment on the proposed EIR. The scoping meetings will be open to the public and held at the following locations:

An in-person scoping meeting will be held:

Date: Thursday, August 27, 2026
Time: 5:30 PM
Location: Pittsburg City Hall Council Chambers, 3rd floor, 65 Civic Avenue, Pittsburg, California 94565

A virtual Teams scoping meeting will be held:

Date: Thursday, August 27, 2026
Time: 11:00 AM
Teams Link: **https://teams.microsoft.com/meet/215333505498682?p=dB1BMw6NbRrLOtiEuP**
Meeting ID: 215 333 505 498 682
Passcode: cz7V9nq3

The purpose of the EIR is to provide information about potential significant physical environmental impacts of the Suisun Trails Project (proposed project), to identify possible ways to minimize those significant impacts, and to describe and analyze possible alternatives to the proposed project if potential significant impacts are identified. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the City Council must review and consider the information contained in the EIR.

Written comments on the scope of the EIR are encouraged. **Please submit comments by 5:00 PM on Monday, August 31, 2026**. Written comments should be sent to Kelsey Gunter, Associate Planner, at 65 Civic Avenue, Pittsburg, California 94565, or via email at kgunter@pittsburgca.gov, or via fax at (925) 252-4814. The NOP is also available online at Public Environmental Reviews | City of Pittsburg (pittsburgca.gov)

Questions concerning the environmental review of the proposed project should be directed to Kelsey Gunter at kgunter@pittsburgca.gov. To be considered during preparation of the EIR, comments must be received verbally at the scoping meeting or provided in writing by the deadline identified above.

PROJECT LOCATION AND SETTING

The approximately 222-acre project site is located north of Willow Pass Road and south of the former Pittsburg Power Plant in the City of Pittsburg, California (see Figure 1 and Figure 2).

Figure 1
Regional Location Map

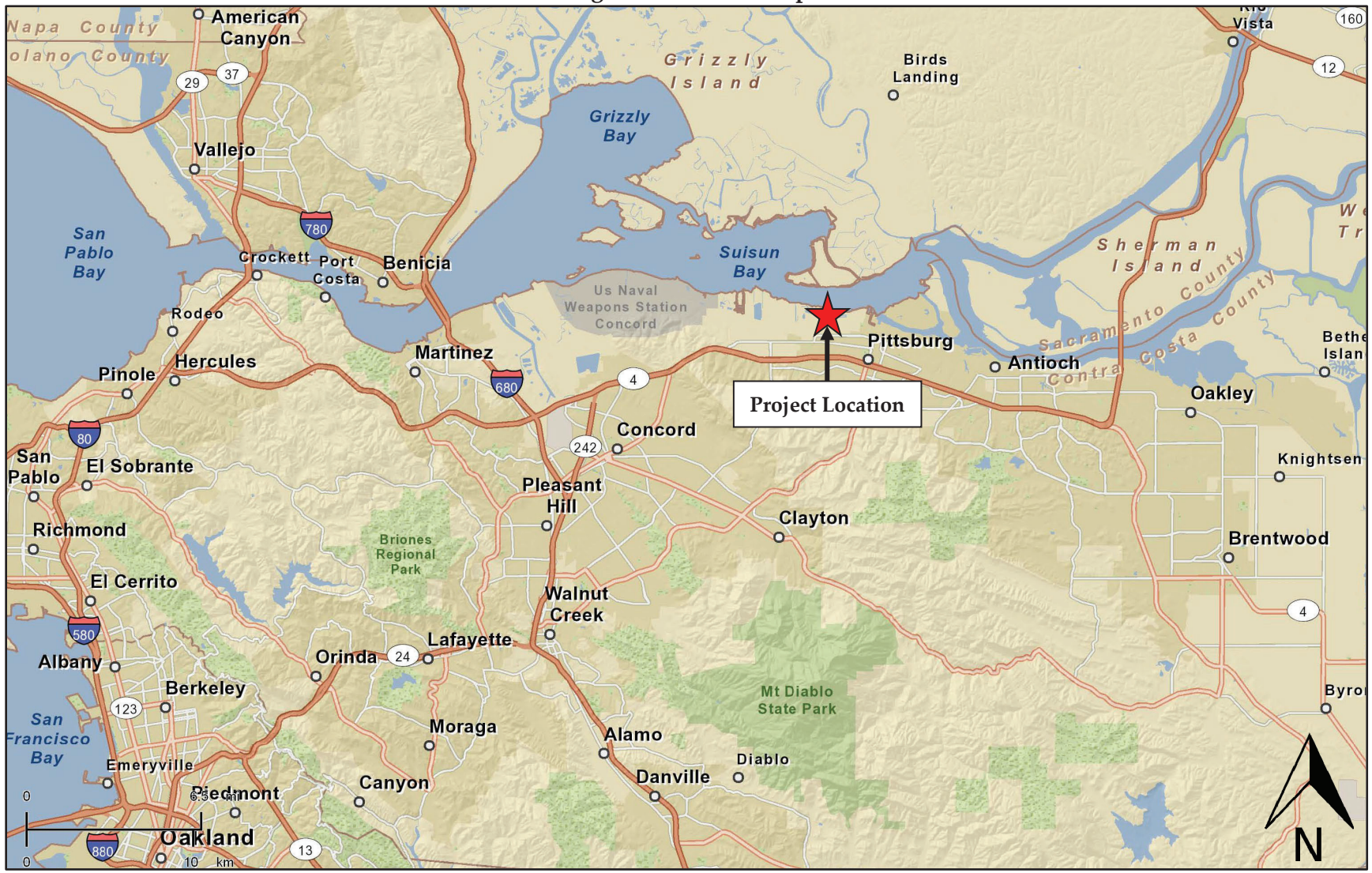
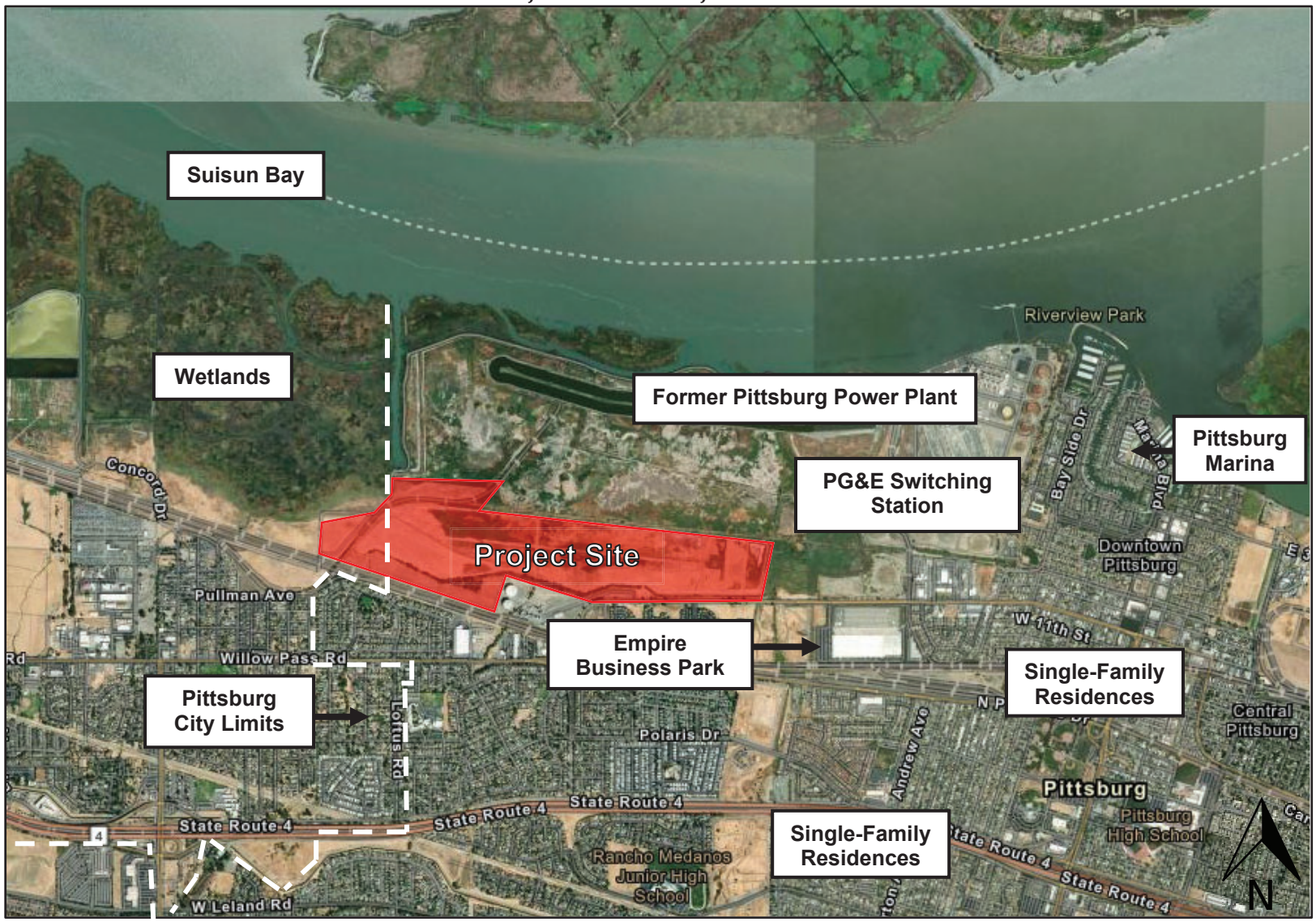


*Figure not OCR compatible

Figure 2
Project Site and Adjacent Uses



Project Site Boundaries are approximate.

*Figure not OCR compatible

The project site consists of approximately 72 acres of wetlands located in the central and northern portions of the site, vacant grassland/ruderal vegetated land which is traversed by unpaved roads, and an abandoned railroad corridor, which makes up the remaining acreage of the site. The site elevation is approximately nine feet above mean sea level, is generally flat, and slopes towards Suisun Bay, located further north of the site, past the former Pittsburg Power Plant. The site is identified by Contra Costa County Assessor's Parcel Numbers (APNs) 096-100-027, 096-100-029, 096-100-031, and 096-100-032.

The former Pittsburg Power Plant, which is now vacant, is located immediately northeast of the project site. The vacant power plant includes administrative, warehouse, and maintenance buildings, as well as former power generating units, a cooling water canal, oily water treatment and inactive ponds, an inactive buried fuel oil pipeline, and 16 bulk fuel oil tanks which are located within two separate tank farms to the east and northeast of the project site. The off-site tank farms are currently in the process of being demolished for property management purposes not related to the project.

Suisun Bay, which is located between the confluence of the Sacramento and San Joaquin Rivers and the San Francisco Bay, is situated further north of the site, past the vacant Pittsburg Power Plant. To the east of the proposed project site is an approximately 38-acre Pacific Gas and Electric (PG&E) switching station, as well as Old Town Pittsburg further east, which includes the Pittsburg marina and Riverview Park, as well as various commercial and residential uses. The site is bound by Willow Pass Road to the south, beyond which is a portion of the Union Pacific Railroad (UPRR) railroad tracks, including a switch station, and the Empire Business Park. Land uses located further south include residential neighborhoods and various parks and schools. The parcel immediately west of the project site is vacant and contains primarily wetland habitat. It should be noted that the City of Pittsburg City Limits bounds the western edge of the project site, and approximately 24.3 acres of the site that are proposed for development are located outside the City Limits.

The City of Pittsburg General Plan designates the site as Industrial, Employment Center Industrial, Utility/ROW, Open Space, Medium Density Residential, High Density Residential, and Very High Density Residential. The site is zoned General Industrial-Limited Overlay (IG-O), Governmental and Quasi Public (GQ), Open Space (OS), Single-Family Residential-4,000 to 5,000 Square Foot (sf) Lot Minimum (RS-4-O/RS-5-O), Medium to High Density Residential-Limited Overlay (RM-O/RH-O), and High Density Residential-Limited Overlay (RH-O).

Approximately 14.2 acres of the 24.3-acre portion of the site located outside the City limits is zoned IG-O and GQ. The remaining approximate 10.1-acre portion does not have a City zoning designation. However, the remaining 10.1-acre portion of the site is designated Employment Center Industrial, Utility/ROW, and Open Space by the City's General Plan, is designated Resource Conservation (RC) by the Contra Costa County General Plan, and is zoned Heavy Industrial (H-I) by the County.

PROJECT COMPONENTS

The proposed project would include the development of approximately 773 residential units, divided across 12 planning areas (PAs) (PAs 1 through 12) (see Figure 3). The proposed residential PAs would total approximately 80.7 acres, and would be designed to avoid existing wetlands. Table 1 provides a more detailed breakdown of the residential units proposed for development. The proposed project would also include the development of various trails and park, recreation, and open space areas (see Figure 3). In addition to the residential development, the project includes 25.6 acres of streets, 14.5 acres of parks and trails, a 1.0-acre recreation center, 17.3 acres of landscaping, and 82.9 acres of preserved wetlands and open space. Please note that not all trails are pictured in Figure 3 at this time.

Figure 3
Preliminary Overall Site Plan

*Figure not OCR compatible

Table 1 Residential Lot Summary			
Planning Area (PA)	**Product/Lot Sizes**	**Acreage**	**Number of Units**
1	42′x60′	8.0	89
2	42′x60′	11.7	129
3	42′x60′	3.7	46
4	36′x55′	2.6	36
5	36′x55′	1.8	23
6	42′x60′	6.1	59
7	42′x70′	4.2	34
8	46′x80′	10.5	82
9	46′x80′	6.1	45
10	55′x90′	10.4	62
11	36′x60′	9.2	101
12	42′x70′	6.4	67
	Total:	**80.7**	**773**

Access and Circulation

Primary access to the project site would be provided through a new roadway, which would be connected to Willow Pass Road by way of two bridges which would be constructed across Kirker Creek, located within the project site.

An internal roadway network would be developed throughout the site. A third bridge across Kirker Creek would be constructed in the southwest corner of the project site as part of the internal roadway network. An emergency vehicle access (EVA) crossing would also be included in the southeastern corner of the site, which would connect to Willow Pass Road.

Landscaping

The proposed project would include approximately 753,600 sf of landscaping throughout the site, which may include, but not be limited to, community parks, buffer landscaping, and median landscaping. Landscaping provided throughout the project site would include new trees, shrubs, grasses, and ground cover.

Utilities

Water and sewer service would be provided by the City through connections to the existing water and sewer mains in the project vicinity. The proposed project would include the construction of new water and sewer lines to provide service to the proposed residences. The project site would include on-site stormwater facilities to provide water quality treatment and management for on-site runoff. In general, the storm drain system would include new storm drain lines throughout the site, as well as approximately 152,640 sf of on-site bioretention facilities, including 16,145 sf of bioretention facilities along the proposed internal roadway network.

Off-Site Improvements

Development of the site would also include off-site improvements to Willow Pass Road. Off-site roadway improvements to Willow Pass Road would include pavement and sidewalk improvements as well as sign and roadway striping. Utilities improvements would also be included off-site.

City Approvals

The project would require approval of initiation of annexation proceedings into the City of Pittsburg City Limits for the 24.3-acre portion of the project site proposed for development that is located outside the City limits; a Prezone/Rezone; a General Plan Amendment; a Development Agreement; Vesting Tentative Maps; a Specific Plan; and Design Review.

Discretionary Actions

The proposed project may require the following discretionary actions by the City of Pittsburg:

- Certification of the EIR;
- Initiation of annexation proceedings into the City of Pittsburg City Limits for the 24.3-acre portion of the project site proposed for development which is located outside of the City Limits;
- Approval of a Prezone/Rezone;
- Approval of a General Plan Amendment;
- Approval of a Development Agreement;
- Approval of Vesting Tentative Maps;
- Approval of a Specific Plan; and
- Approval of Design Review.

In addition, the following agency permits and approvals may be required in order to implement the proposed project:

- Bay Area Air District (BAAD) – The Air District would approve construction permits;
- California Department of Fish and Wildlife (CDFW) – The CDFW would approve the required Streambed Alteration Agreement for crossings over Kirker Creek;
- Contra Costa Local Agency Formation Commission (LAFCo) – Contra Costa LAFCo approval would be required for the annexation to the City of Pittsburg.
- East Contra Costa County Habitat Conservancy (ECCCHC) – The ECCCHC would approve any East Contra Costa County Habitat Conservancy Plan/Natural Community Conservation Plan (ECCCHCP/NCCP) fees and permit requirements.
- Regional Water Quality Control Board (RWQCB) – The RWQCB would approve Waste Discharge Requirements, as well as a National Pollutant Discharge Elimination System (NPDES) permit required during construction operations;
- United States Army Corps of Engineers (USACE) – The USACE would approve the required Section 404 of the Clean Water Act permit should there be any impacts to any on-site wetlands.

DISCUSSION OF POTENTIAL IMPACTS

The environmental analysis for the proposed project will focus on the following areas: Aesthetics; Air Quality, Greenhouse Gas (GHG) Emissions, and Energy; Biological Resources; Cultural and Tribal Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning Population/Housing; Noise; Public Services and Utilities/Service Systems; and Transportation. In addition, the EIR prepared for the proposed project will include a discussion of Effects Not Found to be Significant; Statutorily Required Sections; and Alternatives to the Proposed Project. The following section describes each of the technical Chapters of the EIR in further detail.

Information will be drawn from the City of Pittsburg General Plan and General Plan EIR, technical studies prepared, and any other information pertinent to the project area. Consistent with CEQA and the requirements of the City of Pittsburg, each environmental chapter will include an introduction, existing environmental setting, regulatory context, and impacts and mitigation measures.

The EIR will include a project-level analysis for all development proposed as part of the project, and will address the environmental impacts associated with the proposed project in its entirety. The EIR will be used for processing approvals by the City of Pittsburg (as the lead agency), as well as the County Local Agency Formation Commission (LAFCo) for the annexation process.

Aesthetics

The Aesthetics chapter of the EIR will summarize existing regional and project site aesthetics and the visual setting. The chapter will describe project-specific aesthetic issues regarding buildout of the project site such as scenic vistas, trees, existing visual character or quality of the site, as well as light and glare. Photo simulations of key vantage points, showing both pre- and post-project views, will be assessed to determine whether the proposed project could result in a substantial change in site characteristics. Consistent with CEQA case law, the key vantage points are recommended to be focused on public viewpoints rather than views only available to private properties.

Air Quality, Greenhouse Gas Emissions, and Energy

The Air Quality, GHG Emissions, and Energy chapter of the EIR will summarize the regional air quality setting, including climate and topography, existing ambient air quality, regulatory setting, and presence of any sensitive receptors near the project site. The air quality impact analysis will include a quantitative assessment of short-term (i.e., project construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_X, $PM_{2.5}$, and PM_{10}) and be based upon modeling performed using the California Emission Estimator Model (CalEEMod) and technical analyses prepared for the project. The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level.

A Health Risk Assessment (HRA) will be conducted to assess health risks associated with project construction due to the project's proximity to sensitive receptors. The HRA will include an analysis of acute, chronic, carcinogenic, and non-carcinogenic health hazards, due to exposure of TACs. The significance of health risk impacts will be determined in comparison to the criteria identified in the California Office of Environmental Health Hazard Assessment ("OEHHA") Guidelines. The significance of carcinogenic health risk impacts will be expressed in terms of cancer cases per one million individuals. Non-carcinogenic health

risk impacts will be determined using BAAD's recommended Hazard Index. Mitigation measures will be incorporated, if necessary, to reduce any identified significant health risk impacts.

The GHG Emissions analysis will include a discussion of the existing regulatory setting and context related to GHG Emissions, including Assembly Bill (AB) 32 and Senate Bill (SB) 32, and an impacts and mitigation section with quantitative data showing the project's contribution to the generation of GHGs both during construction and the operational phase of the project. The significance of air quality and GHG impacts will be determined in comparison to the recommended BAAD significance thresholds. It should be noted that the BAAD GHG thresholds were recently changed. In order to comply with the new BAAD thresholds, a project must either: (A) not include natural gas appliances or plumbing and achieve a reduction of vehicle miles travelled (VMT) that is 15 percent below existing VMT per capita or (B) be consistent with a qualified local GHG reduction strategy. Mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigations measures will be quantified to the extent feasible.

GHG emissions resulting from the proposed project will be compared to the BAAD GHG emissions thresholds. In coordination with the City, project features and efficiency measures that are proposed to reduce GHG emissions will be developed.

An additional analysis will be included as to whether the proposed project could result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Biological Resources

The Biological Resources chapter will include a description of the potential effects to plant communities, wildlife, and wetlands, including adverse effects on rare, endangered, candidate, sensitive, and special-status species from implementation of the proposed project. Specifically, the chapter will address the proposed project's environmental effects on the existing on-site wetlands. The chapter will be based upon a Biological Resources Report and Wetland Delineation Report to ensure that all CEQA issues have been adequately and accurately addressed. Applicability of, and consistency with, the ECCCHCP/NCCP will be evaluated in the EIR.

Cultural and Tribal Cultural Resources

The Cultural and Tribal Cultural Resources chapter of the EIR will summarize the setting and briefly describe the potential effects to any on-site historical, archaeological, paleontological, and/or tribal cultural resources due to implementation of the proposed project. A Cultural Resource Report prepared for the proposed project will be the basis of analysis done in the Cultural and Tribal Cultural Resources chapter of the EIR. Pursuant to the passage of AB 52 and SB 18, pertinent Native American tribes will be consulted.

Geology and Soils

The Geology and Soils chapter of the EIR will include review of geophysical information and evaluation of the project's potential for changes in topography or unstable soil conditions due to excavating, grading or filling, and changes in wind or water erosion of soils, seismic effects such as ground shaking from earthquakes, as well as identify any unique geological features within the project area. The EIR will rely on

a Geology and Soils report prepared for the proposed project to ensure that all CEQA requirements have been adequately and accurately addressed.

Hazards & Hazardous Materials (including Wildfire)

The Hazards and Hazardous Materials chapter will summarize the project site setting and describe any potential for existing or possible hazardous materials within the project area, including any subsurface contamination due to hazardous chemicals associated with the nearby former Pittsburg Power Plant. The EIR will rely on site-specific studies and reports to ensure the impacts of the proposed project would be evaluated in compliance with the requirements of CEQA. A discussion of the proposed project's potential to expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires will also be included in the chapter.

Hydrology and Water Quality

The Hydrology and Water Quality chapter will summarize the project site setting information and identify potential impacts on irrigation drainage, storm water drainage, flooding, groundwater, and water quality. A discussion of potential impacts related to sea level rise will be included within the chapter. A Drainage Report prepared for the proposed project will be the basis of analysis done in the Hydrology and Water Quality chapter of the EIR to address potential impacts to hydrology and water quality related to project construction and operations.

Land Use and Planning/Population and Housing

The Land Use and Planning portion of the chapter will evaluate the consistency of the proposed project with the City of Pittsburg's adopted plans and policies. The EIR will analyze the consistency of the proposed project entitlements with the City's General Plan and Zoning Ordinance, LAFCo policies and standards, and any other relevant planning documents. The chapter will further assess the compatibility of the proposed project with the surrounding land uses, both existing and proposed, as well as any potential incompatibilities with adopted plans and policies related to land use. The impacts will be measured against the thresholds of significance and appropriate mitigation measures, and monitoring strategies that are consistent with City of Pittsburg policies will be identified. The Population and Housing portion of the chapter, relying on information from the California Department of Finance, General Plan Housing Element, and the Association of Bay Area Governments, will discuss if the proposed project would directly or indirectly lead to substantial unplanned population growth; or if the project would result in the displacement of substantial numbers of existing people or housing.

Noise

The Noise chapter of the EIR will be based on a Noise Report and will include an analysis and evaluation of the existing noise level environment and traffic noise impacts associated with the project site. The Noise Report will quantify existing noise levels due to nearby transportation noise sources and use the Federal Highway Administration (FHWA) traffic noise prediction model for the prediction of traffic noise levels. Direct inputs to the traffic model will include traffic data, existing posted speed limits, and 24-hour traffic split data. In addition, a noise survey will be conducted within the project site to quantify existing background noise levels. The noise survey will consist of short-term noise level measurements and continuous 24-hour noise level measurements. The chapter will also include an analysis of the noise and vibration impacts associated with construction of the project at existing sensitive receptors in the project

vicinity. The EIR will compare the proposed project's exterior noise levels for compliance with the exterior and interior noise level criteria contained within the City of Pittsburg General Plan Noise Element and Noise Ordinance, as well as to existing levels. Feasible mitigation measures and monitoring strategies will be developed, as appropriate.

Public Services and Utilities/Service Systems (including Recreation)

The Public Services and Utilities/Service Systems chapter will summarize project site setting information and identify the potential new demand for public services, including water, sewer, energy, fire, police, schools, and parks. It is anticipated that the project EIR will rely upon information from the City of Pittsburg General Plan and General Plan EIR, as well as the General Plan Update Background Report. The EIR chapter will also evaluate the project's potential impacts to the City of Pittsburg's public services and whether the project's increased demand for service would result in the need for new or physically altered governmental facilities in order to maintain the acceptable service ratios, response times, and other performance objectives of the City of Pittsburg's public services, as well as whether the proposed project would lead to the increased use of existing recreational facilities, or include or require construction or expansion of recreational facilities.

Additionally, the chapter will evaluate the proposed project's potential new demand for water distribution and supply, wastewater conveyance and treatment, solid waste generation, and electric and natural gas utilities. The chapter will evaluate the receiving landfill's capacity to accommodate the increase in solid waste associated with the proposed project. The chapter will be based on a Water Supply Assessment (WSA) prepared for the proposed project, as well as existing information from the City of Pittsburg Public Works Department and information obtained from direct consultation with appropriate service providers.

Transportation

The Transportation chapter of the EIR will evaluate potential impacts to the surrounding roadway network as well as site access. Since July 1, 2020, the metric of analysis to determine whether a project's transportation impact(s) would be significant under CEQA is VMT. According to CEQA Guidelines Section 15064.3, VMT is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. The Transportation chapter of the EIR will be based on a Traffic Impact Analysis (TIA) that will evaluate both VMT and level of service (LOS). Where the VMT analysis will be used for CEQA impact determination purposes, the LOS analysis will be used to determine the project's consistency with the City of Pittsburg's adopted LOS standards. Consistent with SB 743 requirements, the chapter will include an estimation of project daily VMT using the Contra Costa Transportation Authority (CCTA) Travel Demand Model, as well as the trip generation estimates for the industrial, retail, and residential portions of the project. Total daily VMT will be converted into VMT per household and resident estimates. The chapter will also include an analysis of AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak period intersection turning movement counts at all relevant study intersections.

The proposed project's impacts to alternative modes such as pedestrian, bicycle and transit facilities will be assessed based on their significance criteria contained in the adopted City of Pittsburg guidelines. The EIR chapter will also include an analysis of the proposed project's potential impacts related to conflicting with applicable programs, policies, and ordinances addressing the circulation system, vehicle safety hazards, and emergency access. Feasible and appropriate mitigation measures to avoid or reduce adverse impacts will be identified, as needed.

Effects Not Found to be Significant

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Accordingly, the Effects Not Found to be Significant chapter of the EIR will include abbreviated discussions of impacts determined not to be significant, which could include, but not be limited to, agriculture & forestry resources and mineral resources.

Statutorily Required Sections

The Statutorily Required Sections chapter of the EIR will summarize potentially significant, unavoidable, significant irreversible, growth-inducing, and cumulative impacts. The chapter will summarize the cumulative impacts that will be contained in each technical chapter and will be qualitative in nature.

Alternatives to the Proposed Project

In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an alternatives analysis. The Alternatives chapter will evaluate, at a minimum, three alternatives, including the No Project Alternative. Alternatives will be selected when more information related to project impacts is available so the alternatives can be designed to reduce significant project impacts. Any additional alternatives will be developed during preparation of the EIR to respond to identified significant impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. The Alternatives chapter will also include a section of alternatives considered but dismissed. A matrix comparing the impacts of the proposed project to the three alternatives will also be included.