

## OTHER STATUTORY SECTIONS

### 18.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of CEQA, and Section 15126(b) of the State CEQA Guidelines, the purpose of this section is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed Specific Plan, or by other mitigation measures that could be implemented. The findings of significant impacts are subject to final determination by the County Zoning Administrator and County Board of Supervisors as part of the certification process for this Master EIR. The City of Pittsburg and BART will also provide input to these findings. It is possible that this chapter in the Final Master EIR will be revised as needed to reflect the findings of the Zoning Administrator and the County Board of Supervisors.

Significant unavoidable environmental effects could occur in two basic forms: impacts that could be attributable to the proposed Specific Plan itself, and cumulative impacts to which the Specific Plan would contribute. Environmental effects of the Specific Plan have been projected with a certainty that reflects the information comprising the environmental setting and the proposed Specific Plan development assumptions. By definition, the possible cumulative effects are less certain because their analysis and evaluation are dependent on a prediction of future events and environmental changes. Both of these conditions are not only difficult to predict with accuracy, but are also beyond the scope of the Specific Plan. Significant unavoidable effects that have been identified in this analysis include:

- Project and cumulative traffic intersection impacts, primarily affecting the intersections of Bailey Road at the State Route 4 eastbound ramps, and at Bailey Road and West Leland Road. The extent of these impacts depends on when, and if, regional traffic improvements are implemented. The traffic analysis in this Master EIR indicates that the conclusion that no significant impacts will occur is based on regional traffic improvements reflected in the County Travel Demand Model.
- Potentially significant Specific Plan-related impacts from toxic air contaminants from individual stationary sources and from combined risk due to emissions from unspecified,

future light industrial uses. Adequate buffers between potential stationary sources and sensitive receptors cannot be demonstrated at this time.

## 18.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines, Sections 15126(f) and 15127, require that a Draft EIR identify significant environmental changes if the following could occur:

- the project would involve a large commitment of non-renewable resources;
- the primary and secondary impacts of a project would generally commit future generations to similar uses, e.g., a highway that provides vehicular access to a previously remote area;
- the project involves uses in which irreversible damage could result from any potential accidents associated with the project; or
- the project would wastefully consume resources such as energy.

As described throughout this Master EIR, implementation of the development proposed in the Specific Plan would result in beneficial changes to the urban character, design, and function of the Specific Plan area. Development of the transit village and multi-family housing at the BART Station Area would transform currently vacant undeveloped parcels and the existing BART parking lots. Major streetscape improvements would improve the aesthetic character of the Specific Plan area. In some areas, blighted housing and commercial parcels would be redeveloped, resulting in possible displacement of existing uses. While not necessarily irreversible, the commitment to these changes would be difficult to change in the short term. Such changes would commit future generations to the same land uses.

Implementation of the Specific Plan would require an irreversible commitment of energy resources generally in the form of fossil fuels. These fuels include fuel oil, natural gas, and gasoline or diesel fuel. Automobiles and construction equipment would consume fuel during periods of individual project construction, and during long-term use and operation of proposed land uses. Consumption of other non-renewable resources would also occur during construction and long-term occupancy of the parcels assumed to be developed under the Specific Plan. These resources include, but are not necessarily limited to: water, soil, sand and gravel, concrete, asphalt, masonry, and construction steel and other metal products. Implementation of Specific Plan development would also generate solid waste and use water resources during construction and operation.

Because the Specific Plan area is located in a known seismically active region, irreversible damage could occur similar to what might occur in other areas of the City of Pittsburg or eastern Contra Costa County. The creation of additional homes and businesses in the Specific Plan area would increase the resident and employee population. In doing so, the Specific Plan would expose larger numbers of people to possible death and injury during a major earthquake in the

San Francisco Bay Area; however, with compliance with requirements of the Uniform Building Code, California Building Code, or other local City and County building codes in effect at the time of building permit issuance, seismic risks would be reduced to a less-than-significant level (see Chapter 14: Geology, Soils, and Seismicity).

### **18.3 GROWTH INDUCEMENT**

The Specific Plan would add 2,195 multi-family residential units to the area. About 1,790 of these units would be built in the City of Pittsburg at the BART Station Area, with the remaining 405 units to be developed in various parcels located in the Bay Point community. The Specific Plan would also add 75,000 square feet of office space at the BART Station, 239,000 square feet of commercial retail uses, and generate about 800 jobs by the year 2010. Adoption of the Specific Plan may encourage or accelerate future urban development in and near the Specific Plan area. The planned upgrades of community services and facilities could also facilitate additional urbanization in the vicinity of the Specific Plan area.

### **18.4 CUMULATIVE ANALYSIS**

CEQA Guidelines Section 15355 defines cumulative impacts as “. . . two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” The cumulative effects of the Specific Plan are described where applicable in individual chapters of this Master EIR. Reasonably foreseeable projects are identified in Table 18-1, as obtained from the *City of Pittsburg General Plan*

*Update: Existing Conditions and Planning Issues Report*, June 1998, and the Contra Costa County Redevelopment Agency.

Cumulative development was incorporated into the year 2010 traffic forecasts of the County Travel Demand Model used to assess traffic impacts of the Specific Plan plus cumulative development (see Chapter 10: Transportation), as well as air quality and noise. Year 2010 projections for population, employment, housing, water demand, wastewater generation, and solid waste generation were obtained from the Pittsburg General Plan Update Report, or from master plans prepared by service providers. The projections for each of these potential impact areas include assumptions of cumulative development occurring at the buildout year of 2010.

**TABLE 18-1**Approved Development in the City of Pittsburg by Use, April 1998<sup>a</sup>

<b>Residential</b>	<b>Units</b>	<b>Acres</b>	<b>Density (units/gross acre)</b>
<b>Single-Family</b>			
Evergreen Estates	46	20.0	2.3
Stonegate	27	7.0	3.9
Americana <sup>b</sup>	193	43.0	4.5
San Marco	1,363	415.0	3.3
Oak Hills	442	87.3	5.1
Oak Hills South <sup>b</sup>	459	211.0	2.2
Oak Hills Crest	29	4.0	7.2
Oak Hills South, Unit 5	188	53.0	3.5
Village at New York Landing	114	27.0	4.2
Jubilee	51	9.5	5.4
Rockridge	56	7.6	7.4
<b>Multifamily and Mobile Home</b>			
San Marco	680	34.0	20.0
Stoneman Village	60	1.4	41.4
Columbia Park Manor	78	3.2	24.4
Pittsburg Park Apartments <sup>b</sup>	76	5.5	13.9
Regency Mobile Home	253	46.3	5.5
Woodland Hills II	96	4.9	19.5
<i>Total Residential</i>	<i>4,211</i>	<i>979.7</i>	<i>10.2</i>
<b>Commercial</b>	<b>Building Square Footage</b>	<b>Acres</b>	<b>Intensity (FAR)<sup>c</sup></b>
Century Plaza	439,830	50.0	0.2
North Park Plaza	361,952	32.8	0.2
Brendan Theaters Expansion	9,000	44.0	NA
Pep Boys	22,000	3.0	0.2
Wendy's	2,700	0.5	0.1
IHOP Restaurant	3,838	0.8	0.1
Staples (North Park Plaza)	24,000	32.8	NA
Albertson's/Railroad Plaza	76,109	9.0	0.2
<i>Total Commercial</i>	<i>939,419</i>	<i>172.9</i>	<i>0.1</i>
<b>Industrial</b>	<b>Building Square Footage</b>	<b>Acres</b>	<b>Intensity (FAR)</b>
DOW Chemical Hygiene Building	5,088	7.1	NA
Merit USA	2,700	1.8	NA
Air Liquide	9,320	5.0	NA
Pittsburg Marine Terminal	NA	17.5	NA
Recycling Center & Transfer Station	167,000	11.0	10.3
<i>Total Industrial</i>	<i>184,108</i>	<i>31.4</i>	<i>0.1</i>

<sup>a</sup> Includes projects that are approved, under construction, and recently completed.<sup>b</sup> Projects under construction.

---

<sup>c</sup> NA: Not available.

Source: City of Pittsburg Master Project List, April 1998; Dyett & Bhatia.

Cumulative traffic impacts were identified for year 2010 at the intersections of Bailey Road and West Leland Road, and Bailey Road at the eastbound State Route 4 ramps (see Chapter 10: Transportation ). These cumulative impacts assumed certain traffic improvements contained in the County transit model are implemented and were determined to be mitigable. No other cumulative impacts were determined to be significant.

## Reasonably Foreseeable Projects in the Bay Point Area

Three projects in the Bay Point area are foreseen for the future as described below:

- 1) **North Broadway Area Infrastructure Project.** The project involves revitalizing the North Broadway neighborhood with the installation of sidewalks, curb and gutter, underground drainage, and reconstruction and/or extensions of roads where necessary.

The proposed improvements will widen North Broadway Avenue to 40 feet. Solano Avenue, Poinsettia Avenue, Bella Monte Avenue, Highway Avenue, and Crivello Avenue will be widened to 36 feet. Siino Avenue and Suisun Avenue between North Broadway Avenue and Poinsettia Avenue will be widened to 32 feet with no parking zones on both sides. Fairview Street between Willow Pass Road and Pullman Avenue will be constructed to 36 feet wide when the land on the east side develops, and Fairview Street from Pullman Avenue north will be constructed 28 feet wide with curb and sidewalk on the west side only. Pullman Avenue between Bella Monte Avenue and Crivello Avenue is proposed to be constructed to 28 feet with curb and sidewalk on the south side only. It is also proposed that Pullman Avenue will be extended from Fairview Street to North Broadway Avenue, and will be constructed 32 feet wide with curb and sidewalk on both sides. Both sections of Pullman Avenue will have no parking on both sides.

An east-west cross street is proposed to be constructed between North Broadway Avenue and Fairview Street approximately 500 feet north of Willow Pass Road. This street will be 32 feet wide with no parking on both sides. Another east-west cross street is proposed to be constructed between North Broadway Avenue and Poinsettia Avenue approximately 450 feet north of Pullman Avenue. This street is proposed to be 32 feet wide with no parking on both sides. When the two large vacant lots between Fairview Street and Bella Monte Avenue are developed, Siino Avenue will be extended to Fairview Street to connect to the proposed cross street 500 feet north of Willow Pass Road. The street is proposed to be 32 feet wide with curb and sidewalk on both sides. Parking would be prohibited on both sides of this street. In addition, Pullman Avenue is proposed to be extended from Bella Monte Avenue to Fairview Street when the two large vacant lots are developed. The street is proposed to be 28 feet wide with curb and sidewalk on the south side only. Parking would be prohibited on this street. No

improvements are proposed for all of Tormay Avenue plus Pullman Avenue and Siino Avenue east of Crivello Avenue, and the offer of dedication will be terminated.

The proposed project includes the installation of storm drains in Poinsettia Avenue, Fairview Street, Bella Monte Avenue, Highway Avenue, and Crivello Avenue. Minor improvements are proposed for the storm drains in North Broadway Avenue and Solano Avenue. The proposed project also includes adding 23 street lights to existing utility poles. The proposed spacing of the street lights would average about 145 feet.

- 2) **Eight Acre Mixed Use Project.** As part of the North Broadway infrastructure project, the Redevelopment Agency proposes to acquire two large parcels, totaling eight acres, located in the center of the project area. Acquisition of the property would allow for the construction of two of the east-west roads and reserve the remainder of the site for housing or other development. It is anticipated that 75 to 115 units (including single family and multiple family) would be constructed.
  
- 3) **Grocery Store/Shopping Center.** The proposed project consists of constructing a 76,495-square-foot shopping center, including a 14,546-square-foot building (Building A) with a drive-through feature; 50,174-square-foot grocery store (Building B); 8,400-square-foot building (Building C); and a 3,375-square-foot building (Pad D) with a drive-through feature. The proposed building height is approximately 50 feet. It is anticipated that Building A will be leased to a drug store and Pad D developed as a fast-food restaurant. The proposed project also consists of subdividing the 6.84-acre parcel into three parcels. The .77-acre parcel is not proposed to be further divided.

## 18.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

In the Initial Study prepared by Contra Costa County, several potential environmental effects were determined to be insignificant or could be adequately addressed by County staff during the development review process without further environmental assessment in this Master EIR. The Initial Study determinations are presented in their entirety in Appendix A. The effects determined to be insignificant include:

- change in topography or ground surface relief features;
- destruction, covering or modification of any unique geologic or physical features;
- changes in deposition or erosion of beach sands, or changes in siltation; deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake;
- creation of objectionable odors;
- alteration of air movement, moisture, temperature, or any change in climate, either locally or regionally;

- changes in quantity of ground waters, or reduction in water available for public water supplies;
- exposure of people or property to water-related hazards, flooding, or tidal waves;
- changes in diversity or numbers of unique, rare, or endangered plant species;
- changes in diversity of numbers of unique, rare, or endangered animal species;
- increased noise levels, or expose people to severe noise levels;
- increased light and glare;
- increased rate of use of natural resources;
- risk of explosion or release of hazardous substances;
- location, distribution, or growth rate of the area population;
- housing or create a demand for additional housing;
- effects on existing parking facilities or demand new parking;
- alter present circulation patterns of people, goods, or freight transport systems;
- effects on parks and other public facilities; and
- effects on energy, human health, and cultural resources

