



City of Pittsburg

Development Services - Planning Department
Civic Center - 65 Civic Avenue, Pittsburg, California 94565

Telephone: (925) 252-4920 • FAX: (925) 252-4814

NOTICE OF PREPARATION

<p>To: <u>State Clearinghouse</u> <u>1400 Tenth Street</u> <u>Sacramento, California 95814</u></p>	<p>From: <u>City of Pittsburg, Planning Department</u> <u>65 Civic Avenue</u> <u>Pittsburg, California 94565</u></p>
<p>To: <u>Interested Parties; Responsible &</u> <u>Trustee Agencies</u></p>	


Subject: Notice of Preparation of a Draft Environmental Impact Report for the Proposed San Marco Commercial Center Project

The City of Pittsburg is the lead agency for the preparation of an Environmental Impact Report (EIR) for the project identified below. The scope of the EIR has been proposed based upon a determination by the City. The City has directed the preparation of this 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: San Marco Commercial Center Project

Project Applicant: Discovery Builders, Inc.

<p>Date <u>6/26/19</u></p>	<p>Signature <u></u></p>
	<p>Title <u>Senior Planner</u></p>
	<p>Telephone <u>(925) 252-4043</u></p>

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

PUBLIC SCOPING MEETING AND COMMENT SUBMITTAL

A scoping meeting open to the public will be held to receive public comments and suggestions on the project. At this meeting, staff will give a brief presentation of the EIR process and will take public comment on the proposed EIR. The scoping meeting will be open to the public and held at the following location:

Date: Wednesday, July 17, 2019
Time: 5:30 PM
Location: Pittsburg City Hall Council Chambers, 3rd floor, 65 Civic Avenue,
Pittsburg, California 94565

The purpose of the EIR is to provide information about potential significant physical environmental impacts of the San Marco Commercial Center 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 July 26, 2019.** Written comments should be sent to Hector Rojas, Senior Planner, at 65 Civic Avenue, Pittsburg, California 94565, or via email at hrojas@ci.pittsburg.ca.us, or via fax at (925) 252-4814.

Questions concerning the environmental review of the proposed project should be directed to Hector Rojas at (925) 252-4043; however, please note that comments on the scope of the Draft EIR cannot be accepted over the phone. To be considered during preparation of the EIR, comments must be received in writing by the deadline identified above.

PROJECT LOCATION AND SETTING:

The project site consists of approximately 3.69 acres located southeast of the intersection of West Leland Road and San Marco Boulevard in the City of Pittsburg, California (see Figure 1 and Figure 2). The site is identified by Assessor's Parcel Number (APN) 091-050-065. While the entire parcel consists of 8.3 acres owned by the City, only the northwest area along West Leland Road would be developed. The site is located approximately 0.5-mile south of the State Route (SR) 4. The project site is designated Park by the General Plan land use map and zoned as a Planned Development (PD) District. PD Districts are intended to encourage variety in large developments, provide flexibility from land use regulations, and ensure orderly and thorough planning and review procedures.

Immediately east of the project site is the Ray Giacomelli Community Park, beyond which is a vacant parcel designated as medium density residential. To the west, across San Marco Boulevard, is vacant land designated as low density residential. To the north, across West Leland Road, are single-family residences. On the northwest corner of West Leland Road and San Marco Boulevard is a gas station and convenience store. Further northwest along West Leland Road, are the San Marco Villas Apartments. Immediately south of the project site is vacant land separated from the project site by a chain link fence. Across the vacant land to the south are single-family residences, located approximately 700 feet away. Delta View Elementary School is located approximately 2,000 feet southwest of the project site. Predominant land uses in the project vicinity are single-family residences and a multi-family subdivision (San Marco Villas).

Figure 1
Regional Location Map

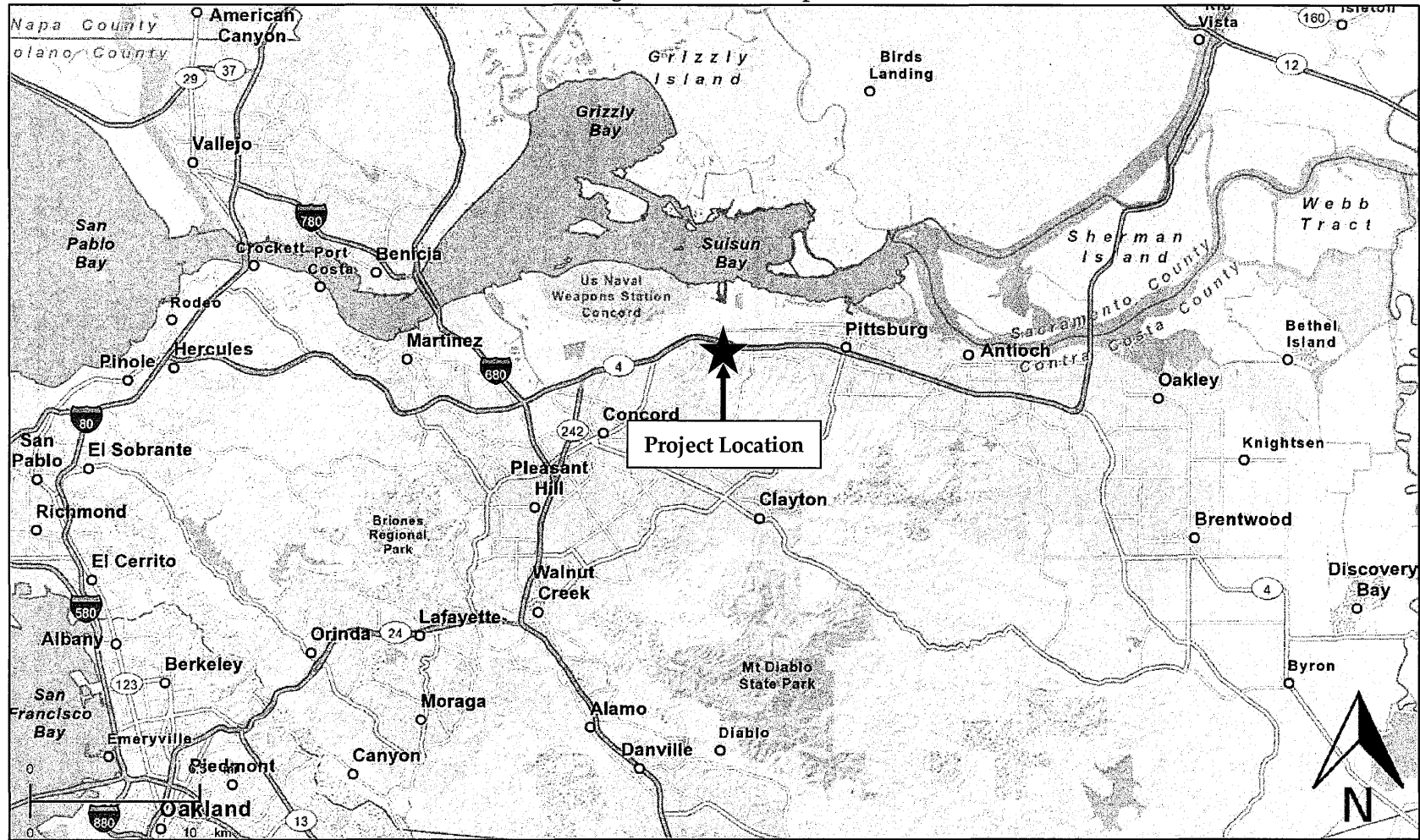
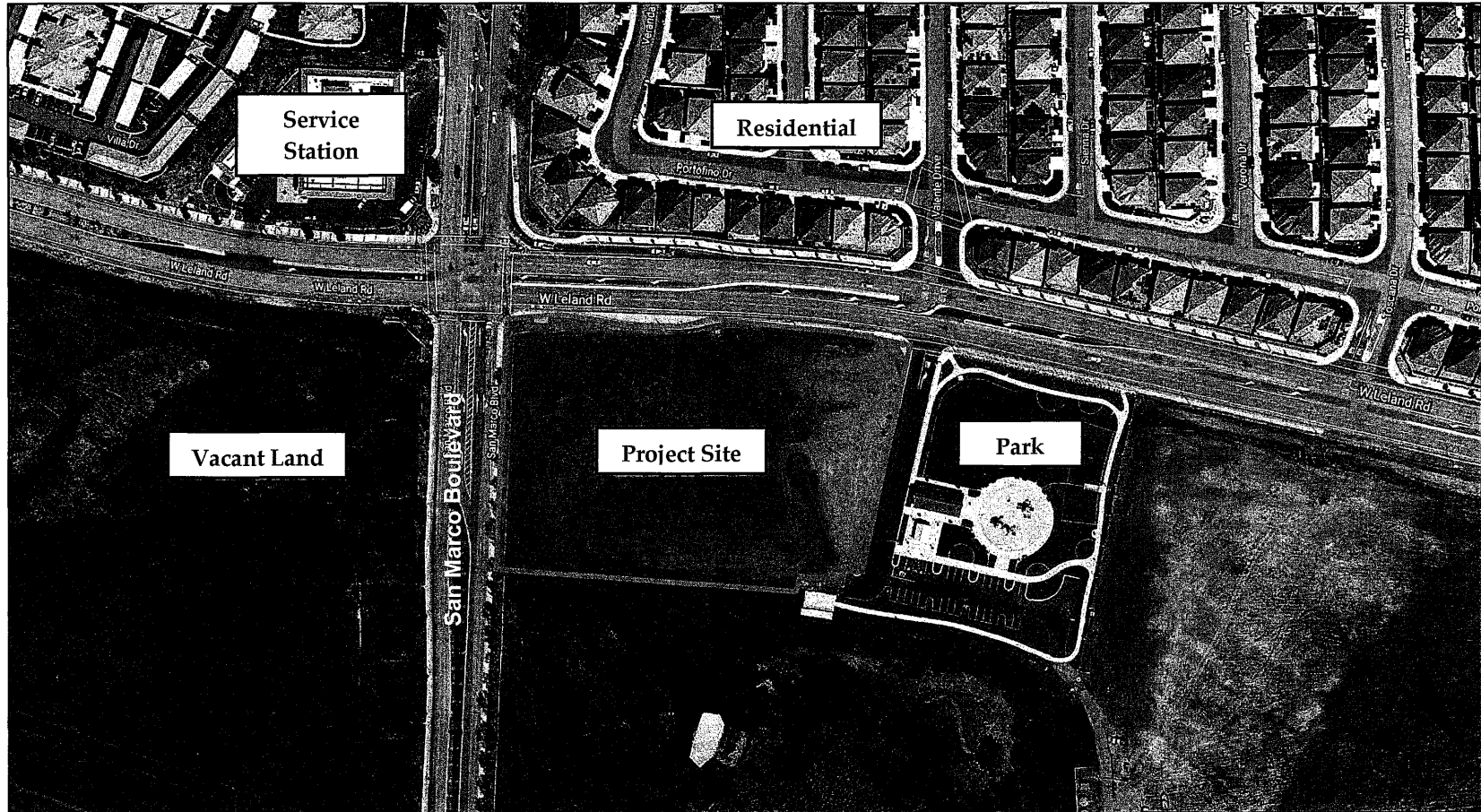


Figure 2
Project Location and Adjacent Uses



PROJECT COMPONENTS

The proposed project would include development of a commercial center comprised of three buildings and an associated parking lot (see Figure 3). The center would total 35,148 square feet (sf) of building area. A 29,822-sf building intended as a grocery store would be located in the southeast corner of the site and would include a truck loading dock in the rear. A 3,500-sf building intended for restaurant use would be constructed in the northwest corner of the site and would provide 132 interior and 34 exterior seats. Finally, a 1,826-sf building intended for restaurant use would be developed in the northeast corner of the site and would include drive-through and dine-in service. A total of 179 parking stalls would be provided throughout the project site, seven of which would be handicap accessible.

Access and Circulation

Access would be provided by one 24-foot-wide driveway located off of San Marco Boulevard at the western edge of the site and one 28-foot-wide driveway at the eastern edge of the site by way of the private road separating the project site from the Community Park to the east. The project would include internal circulation with drive aisle widths meeting the minimum required to accommodate emergency vehicles. Additionally, crosswalks would be provided throughout the development and pedestrian access would be provided by way of connection to the existing sidewalk on West Leland Road.

Utilities

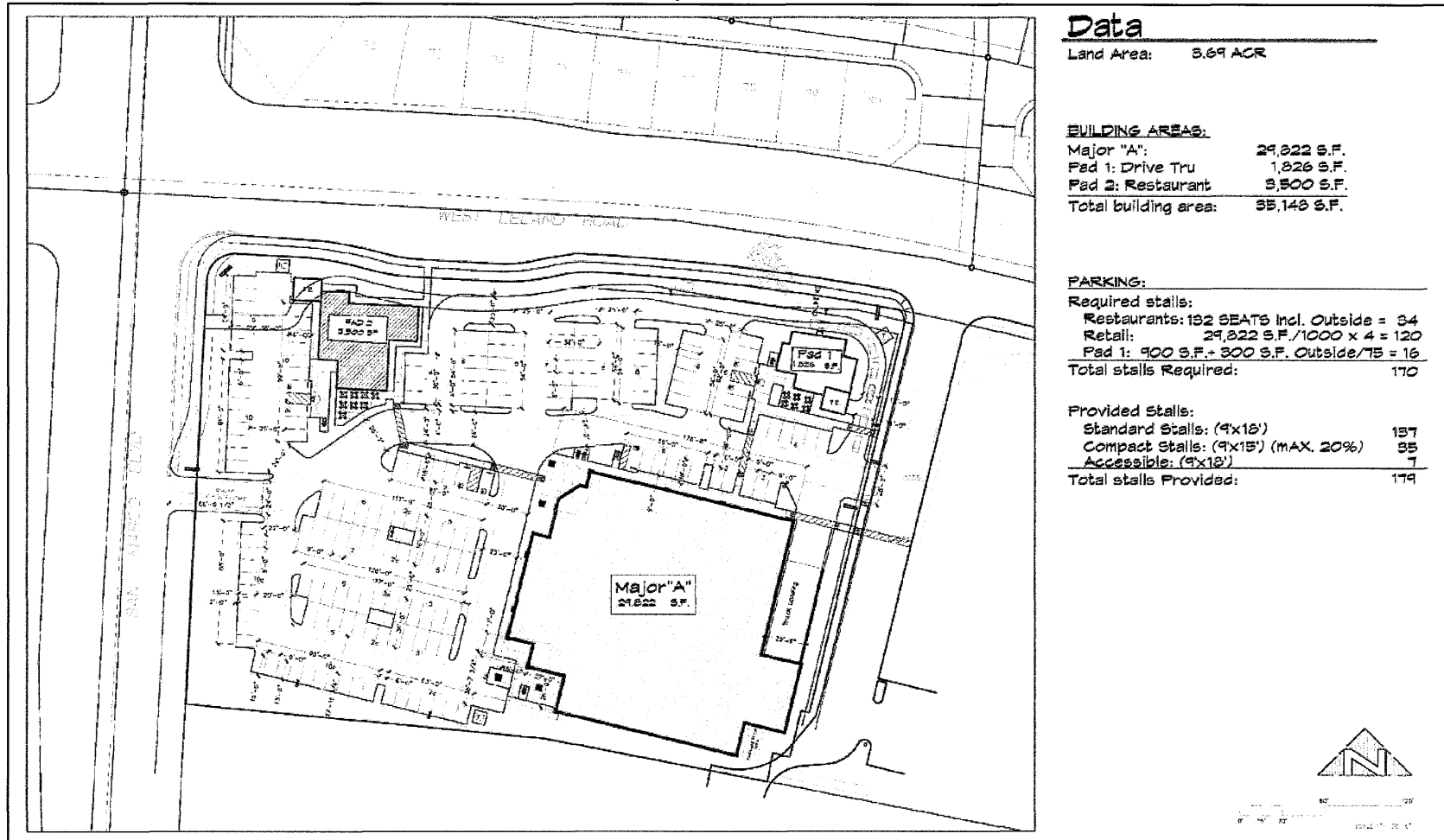
Water services to the project would be provided by the City through infrastructure developed by the applicant and dedicated to the City. The infrastructure would be maintained by the City of Pittsburg. The proposed project would include a new connection to an existing public water main located within West Leland Road.

Stormwater runoff would be collected and treated on the project site by a series of Christy V64 catch basins, which would then discharge runoff to a series of new storm drains ranging in size from 12 to 15 inches. The new storm drains would connect to an existing 18-inch public storm drain within West Leland Road.

The proposed project would include construction of a new eight-inch sewer main which would extend along the eastern side of the project site approximately 200 feet across West Leland Road for connection to an existing eight-inch sanitary sewer line in Portofino Drive. The City would provide wastewater collection services through the City of Pittsburg wastewater transmission system, to the Delta Diablo District wastewater treatment plant.

Solid waste pickup and disposal for the City is provided by the Pittsburg Disposal Services. The proposed project would include trash enclosures along the side of each building.

Figure 3
Project Site Plan



Data

Land Area: 3.69 ACR

BUILDING AREAS:

Major "A":	29,822 S.F.
Pad 1: Drive Thru	1,826 S.F.
Pad 2: Restaurant	3,500 S.F.
Total building area:	35,148 S.F.

PARKING:

Required stalls:

Restaurants: 192 SEATS incl. Outside = 34	
Retail: 29,822 S.F./1000 x 4 = 120	
Pad 1: 900 S.F. + 300 S.F. Outside/75 = 16	
Total stalls Required:	170

Provided Stalls:

Standard Stalls: (9'x18')	157
Compact Stalls: (9'x15') (MAX. 20%)	35
Accessible: (9'x12')	7
Total stalls Provided:	179

Discretionary Actions

The proposed project would require the following discretionary actions from the City of Pittsburg City Council:

- Certification of the EIR and adoption of a Mitigation Monitoring and Reporting Program;
- General Plan Amendment of 3.69 acres from Park to Community Commercial;
- Rezone from PD District to CC District;
- Use Permit to allow a grocery store and a drive-through restaurant within the CC zoning district;
- Variance to reduce the number of required parking stalls from 200 to 179; and
- Approval of Design Review.

In addition, the proposed project would require the following additional City of Pittsburg approvals:

- Approval of Improvement Plans;
- Approval of Grading Permit; and
- Approval of Building Permits.

DISCUSSION OF POTENTIAL IMPACTS

The environmental analysis for the proposed project will focus on the following areas: Air Quality and Greenhouse Gas Emissions; Recreation; and Transportation. In addition, statutorily required sections and discussion of project alternatives will be included. Some refinement to the aforementioned issues may be required based on comments received during the NOP scoping process. 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.

Air Quality and Greenhouse Gas Emissions

The Air Quality and Greenhouse Gas (GHG) Emissions 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., 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 PM₁₀) and be based upon modeling performed using the California Emission Estimator Model (CalEEMod) version 2016.3.2 and technical analyses prepared for the project. The project's cumulative contribution to regional air quality would be discussed, based in part on the modeling conducted at the project level. For analysis of carbon monoxide, the Traffic Impact Analysis will be relied upon and it is assumed that the project would not trigger the need for CALINE 4 modeling.

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 GHG during the

operational phase of the project. The significance of air quality and GHG impacts will be determined in comparison to the recommended Bay Area Air Quality Management District significance thresholds. 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.

Recreation

The Recreation chapter will address whether the proposed project would result in any impacts due to the loss of acreage previously identified in the General Plan for a park. The General Plan Amendment from the site's existing designation of Park to Community Commercial could potentially cause inconsistencies with General Plan Policy 8-P-1, which sets forth a requirement of five acres of parkland per 1,000 residents. The recreation chapter will calculate the population increase resulting from buildout of the General Plan and analyze current and future parkland acreage within the City to ensure compliance with General Plan Policy 8-P-1 and other General Plan policies targeted at maximizing the City's park acreage for resident use.

Transportation

The Transportation chapter of the EIR will evaluate potential impacts to the surrounding roadway network as well as site access. The section will be based on a peer reviewed Traffic Impact Study that will consider the impacts of the project on intersections and roadway system elements within the project vicinity. The section will include analysis of the existing conditions, existing plus project traffic conditions, cumulative conditions without the project, and cumulative conditions plus project traffic scenarios. The Traffic Impact Study will be conducted in accordance with the requirements and methodologies set forth by the City of Pittsburgh, the Contra Costa Transportation Authority, Caltrans, and the applicable provisions of CEQA.

The Traffic Impact Study will analyze existing traffic conditions utilizing current AM and PM peak hour traffic counts and freeway and ramp volumes to establish baseline conditions. Project trip generation, distribution, and assignment will be developed utilizing trip generation rates contained in the 10th Edition of the ITE Trip Generation manual, and analysis of traffic operations will be conducted using the 2010 Highway Capacity Manual Level of Service methodology with Synchro Software. The existing plus project traffic volumes will be evaluated to determine levels of service at study intersections, freeway segments, and ramp merge/diverge areas. In addition, cumulative plus project conditions will also be analyzed to determine the increase in traffic volumes within the study area due to the proposed project. The following study intersections, freeway segments, and ramp merge/diverge areas will be included in the analysis:

1. State Route 4 Westbound Off-Ramp/Evora Road and Willow Pass Road
2. State Route 4 Eastbound Off-Ramp and San Marco Boulevard/Willow Pass Road
3. San Marco Boulevard and West Leland Road
4. San Marco Boulevard and the Project Entrance
5. West Leland Road and the Project Entrance/Valente Drive
6. West Leland Road and Toscana Drive
7. West Leland Road and Alves Ranch Road
8. West Leland Road and Southwood Drive
9. West Leland Road and Bailey Road
10. State Route 4 Eastbound On-Ramp/BART Entrance and Bailey Road
11. State Route 4 Westbound On-Ramp/Canal Road and Bailey Road

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 section 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.