

DVC PLAZA AND HOOKSTON STATION AMENDMENTS TO THE PLEASANT HILL COMMONS REDEVELOPMENT PLAN

Final Environmental Impact Report
Reflecting Errata

Volume 2

SCH No. 2008032042

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CHAPTER 1 Introduction to Final EIR

This document in its entirety (Volumes 1 and 2), constitutes the Final Environmental Impact Report (Final EIR) for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan project. All “projects” within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with the California Environmental Quality Act (CEQA). CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of proposed activities and the ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California government agencies at all levels, including local, regional and state agencies, boards, commissions, and special districts. As such, the City of Pleasant Hill Redevelopment Agency (Agency) is required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project. The Agency is the lead agency for the preparation of this Final EIR in accordance with CEQA.

It is important to note that subsequent to preparation of the Draft EIR, the Hookston Station Area was removed from the proposed added area. On August 12, 2008, the City Planning Commission recommended that the Plan Amendment be adopted, on the condition that the Hookston Station Area be deleted from the proposed added area. On August 18, 2008, the Redevelopment Agency Board approved the Planning Commission’s proposed changes and approved revision to the proposed Plan Amendment necessary to delete the Hookston Station Area from the proposed added area. To the extent that existing conditions, impacts and mitigation measures addressed in this EIR relate to conditions in the Hookston Station Area, such materials and analyses are no longer applicable.

1.1 PUBLIC REVIEW PROCESS

The Draft EIR for the proposed Amendments to the Pleasant Hill Commons Redevelopment Plan (proposed project) was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period from June 17, 2008 through August 1, 2008. During the public review period, 6 comment letters were received as well as public comments received during a City Planning Commission on July 8, 2008.

1.2 CEQA REQUIREMENTS

The Lead Agency, which in this case is the Agency, must provide each public agency that commented on the Draft EIR with a copy of the Agency’s response to those comments at least ten days before action is taken on the EIR. In addition, the Agency may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

1.3 USE OF THE FINAL EIR

The Final EIR allows federal, state, local and regional agencies, organizations, and interested members of the public and the Agency an opportunity to review the responses to comments, revisions to the Draft EIR, and other components of the EIR, such as the Mitigation Monitoring Program (MMP), prior to the Agency's decision on the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- that the Final EIR has been completed in compliance with CEQA;
- that the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- that the Final EIR reflects the Lead Agency's independent judgment and analysis.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations (the latter two of which are described below) are included in a separate Findings document. Both the Final EIR and the Findings are submitted to the Pleasant Hill Redevelopment Agency for consideration of the proposed project.

Pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR that has been certified for a project that identifies one or more significant environmental effects, the lead agency must adopt "Findings of Fact." For each significant impact, the lead agency must make of the following findings:

- 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the Agency must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring Program.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of

Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. Since the proposed project could result in significant, unavoidable impacts, the Agency would be required to adopt a Statement of Overriding Considerations if it approves the proposed project and certifies the EIR.

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CHAPTER 2 Text Changes

2.1 FORMAT OF TEXT CHANGES

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 2.2 below as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR.

2.2 TEXT CHANGES

Chapter 1, Executive Summary, Page 1-1. Section 1.1, Purpose of the Summary. The following text has been added immediately following the first full paragraph:

It is important to note that the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR is a program-level environmental assessment that evaluates the potential physical environmental effects of implementation of the proposed amendments, as a whole. With respect to individual development projects that may be proposed within the project areas, Section 15168(c) of the CEQA Guidelines states that subsequent activities should be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared. If a later activity would have effects that were not examined in the Program EIR, subsequent environmental documentation must be prepared, consistent with Sections 15162 through 15164 of the CEQA Guidelines. As such, any development proposals undertaken within the boundaries of the project areas must be approved individually by the City of Pleasant Hill and undergo their own project-level environmental review, in compliance with CEQA.

Chapter 2, Introduction, Page 2-4. Section 2.5, Intended Uses of the EIR has been modified to state:

As previously discussed, this EIR will be used by the Agency and City to evaluate the environmental impacts of its decision with respect to approval or denial of the ~~proposed project~~amendments to the Redevelopment Plan. The DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR is a program-level environmental assessment that evaluates the potential physical environmental effects of implementation of the proposed amendments, as a whole. With respect to individual development projects that may be proposed within the project areas, Section 15168(c) of the CEQA Guidelines states that subsequent activities should be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared. If a later activity would have effects that were not examined in the Program EIR, subsequent environmental documentation must be prepared, consistent with Sections 15162 through 15164 of the CEQA Guidelines. As such, any development proposals undertaken within the boundaries of the project areas

must be approved individually by the City of Pleasant Hill and undergo their own project-level environmental review, in compliance with CEQA.

Under CEQA, other public agencies that have discretionary authority over the project, or aspects of the project, are considered responsible agencies. This document can be used by the responsible agencies to comply with CEQA in connection with permitting or approval authority over the project and subsequent development projects proposed within the DVC Plaza and Hookston Station areas. The Agency prepared this EIR to address, from a programmatic perspective, all state, regional, and local government approvals needed for construction and/or operation ~~of the project~~ within both project areas, whether or not such actions are known or are explicitly listed in this EIR. Examples of the anticipated approvals ~~required to implement the proposed project~~ include the following:

- Building permits from the City of Pleasant Hill for demolition and construction activities
- Architectural review by the City of Pleasant Hill of building designs, site plans, parking arrangement, and landscaping
- Disposition and Development Agreements (DDA) or Owner Participation Agreements (OPA) by the Pleasant Hill Redevelopment Agency
- Grading permits from the City of Pleasant Hill
- Filing a Notice of Intent with the State Water Resources Control Board, Division of Water Quality for the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity

Chapter 3, Project Description, Page 3-2. Section 3.2, Project Objectives has been modified to state (for consistency, this edit has also been made to Section 1.3 of the Draft EIR):

The general intent of the proposed project is to eliminate blight conditions within the DVC Plaza Area and Hookston Station Area and promote, directly or indirectly, new development and the revitalization of existing land uses in the proposed project areas, consistent with the requirements and provisions of the Pleasant Hill General Plan, adopted in 2003. Objectives of the proposed project include the following:

- Renew and create economic stimulation within the Pleasant Hill Commons Project Area in order to create an environment that will establish this area as a center of community activity.
- Create a functioning balance of commercial (retail and office), residential and public space that will re-establish aesthetic, economic, and social viability of the Pleasant Hill Commons Area.
- Increase visibility of DVC Plaza from Contra Costa Boulevard and Golf Club Road.
- Provide assistance to property owners, business owners, and others in the improvement and redevelopment of their properties.
- Redevelop DVC Plaza with a mix of commercial, residential, and public uses.
- Continue to increase, improve, and preserve affordable low and moderate income housing in the community, and to provide such housing in the income and age categories needed based on the City's share of the region's needs.
- Restore habitat and improve public access, including the addition of pedestrian walkways along Grayson Creek.
- Improve pedestrian and vehicular circulation within and around the project areas.

- Strengthening of commercial and industrial functions.
- Provision of adequate land for parking and open spaces.
- Replanning, redesign, and development of areas which are stagnant or improperly utilized.
- Assembly of land into parcels.
- Installation of needed public improvements.

Chapter 3, Project Description, Page 3-2. The following sub-section entitled 3.1.3, Existing Conditions of Section 3.1, Project Location has been added:

3.1.3 Existing Conditions

As identified in the Agency's Preliminary Report, the DVC Plaza and Hookston Station areas as a whole and individually experience physical and economic blighting conditions. The physical and economic blighting conditions found in each of the areas are summarized below.¹

■ DVC Plaza Area

Adverse physical and economic conditions found in the DVC Plaza area include:

- Conditions that hinder the viable use or capacity of buildings or lots
- Abnormally low lease rates

Buildings in the DVC Plaza area exhibit conditions that prevent or substantially hinder their viable use or capacity or that of the lots on which they sit. The buildings, which are primarily commercial in design and character, are substandard or obsolete given present development standards. The blighting conditions, as well as inadequate signage and circulation deficiencies, inhibit the proper use of the property and impair investment. The presence of a flood control easement on several parcels within the DVC Plaza area inhibit the proper use of the property and impairs investment by hindering development. Current lease rates for commercial spaces in DVC Plaza area are significantly lower than other retail shopping centers in the central Contra Costa County market area. These factors contribute to an ongoing cycle where new business tenants are unwilling to move in and lease rates remain low.

■ Hookston Station Area

The Hookston Station area is characterized by the following adverse physical and economic conditions:

- Unsafe or unhealthy buildings
- Conditions that hinder the viable use or capacity of buildings or lots
- Depreciated or stagnant property values
- Impaired property values due to hazardous waste

The Hookston Station area contains a number of commercial buildings, many of which, due to a combination of age and deferred maintenance, are unsafe or unhealthy. Property values in the Hookston

¹ Pleasant Hill Redevelopment Agency, Preliminary Report for Pleasant Hill Commons Redevelopment Project Plan Amendment, June 9, 2008, pg. II-32.

Station Area have historically grown at a much slower rate than the rest of the City. In addition, the average annual increase in property value for the area is lower than the annual inflationary increase allowed under Proposition 13. These findings suggest that property values in the Hookston Station Area are potentially stagnant. Evidence of hazardous materials have been found in the area and have contributed to impaired property values.

Chapter 3, Project Description, Page 3-5. The first full paragraph of Section 3.3, Project Description, Sub-Section 3.3.1, Roadways and Intersections has been modified to state:

For the purposes of this analysis, it is assumed that redevelopment could occur to the maximum extent allowable within the restrictions of the existing General Plan and zoning designations. Therefore, full implementation of the proposed project could result in an overall net increase of approximately 167,400 square feet (sf) of commercial (and in some cases limited industrial) space and up to 300 new residential units, as shown in Table 3-1. Table 3-1 identifies the parcels included within the proposed project areas, as well as potential gross building square footage and net change compared to existing conditions. Under the existing zoning designation, the DVC Plaza Area has the capacity to develop approximately 450,000 sf of commercial space and 300 residential units, which is approximately 147,400 sf and 300 residential units more than under existing or current conditions. The Hookston Station Area has the capacity to develop approximately 171,800 sf of commercial and/or limited industrial uses, which is approximately 20,000 sf more than what currently exists now. The maximum amount of commercial and/or limited industrial space in both areas is based on an assumed floor area ratio of 0.4:1. If future redevelopment activities were to result in the displacement of housing or commercial space, the Agency would be required to comply with the Uniform Relocation Assistance Program, which provides assistance to eligible persons in securing comparable housing or commercial space.

Section 4.1, Air Quality, Page 4.1-1. The following sentence has been added to the end of the second full paragraph:

Although the Draft EIR was issued prior to the release of OPR's Technical Advisory on CEQA and Climate Change (June 19, 2008), the methodology used in this EIR to analyze the environmental impacts of the project relating to climate change are consistent with the suggestions of the technical advisory.

Section 4.3, Noise, Page 4.3-31. MM 4.3-9 has been amended to state (This change also occurs in the Executive Summary, Chapter 1):

MM 4.3-9 Within the DVC Plaza Area prior to the issuance of building permits for residential development, building plans shall reflect the construction of noise barriers around exterior patios and balconies in areas exposed to noise levels greater than ~~5060~~ dBA L_{dn}. ~~The barriers shall be constructed of materials that provide a surface density of at least four pounds per square foot and shall be continuous, without gaps or gates. The height, design, and materials used in~~ of the barriers shall be sufficient to reduce the exterior noise levels to less than ~~5060~~ dBA L_{dn} and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project. An acoustical study verifying that adequate shielding will be provided shall be submitted by the applicant to the Agency and City prior to issuance of building permits.

Section 4.4, Transportation/Traffic, Pages 4.4-14 and 4.4-15. Section 4.4.1, Environmental Setting has been amended to state:

■ Transit System

Both the DVC Plaza Area and the Hookston Station Area are served by bus transit which is available in the immediate vicinity, with bus stops located on adjacent streets. Transfers/connections to the nearby Pleasant Hill BART station are available via the bus system. These transit services are described below.

County Connection

County Connection provides bus service to various communities in central Contra Costa. In the immediate vicinity of the proposed project area, Bus Routes #102, #108, #109, #110, #114, and #116, #127, and #980 provides service to the project area.

Bus Route 102

Frequency of service for Bus Route #102 ranges from approximately every 30 minutes in both directions during peak periods up to every 70 minutes during off-peak periods. This route connects the Diablo Valley College with the Walnut Creek BART station and Rudgear Park in Walnut Creek and travels along Chilpancingo Parkway in the project vicinity. The route stops within walking distance of the DVC Plaza at the site of the proposed DVC Transit Center, located south of the intersection of Old Quarry Road and Golf Club Road. Transit usage from the proposed project is not expected to be high.

Bus Route 108

This route connects the Martinez Amtrak Station with the Martinez BART station. Bus Route #108 also connects the Kaiser Hospital in Martinez to Diablo Valley College on select trips (approximately 3 times per day). The route travels along Contra Costa Boulevard and Chilpancingo Parkway in the project vicinity. While bus stops are within walking distance of both areas of the proposed project, transit usage from the proposed project is not expected to be high.

Bus Route 109

Frequency of service for Bus Route #109 ranges from approximately every 40 minutes in both directions during peak periods up to every 50 minutes during off-peak periods. This route connects Diablo Valley College with the Pleasant Hill BART station and travels along Golf Club Drive in the project vicinity. While bus stops are within walking distance of both areas of the proposed project, transit usage from the proposed project is not expected to be high.

Bus Route 110

This route connects Diablo Valley College with the Concord BART station and Diablo View Middle School in Clayton and travels along Golf Club Drive in the project vicinity. Buses stop in the vicinity of the DVC Plaza Area approximately every 15 minutes during the weekdays.

Bus Route #114

Frequency of service for Bus Route #114 ranges from approximately every 20 minutes in both directions during peak periods up to every 30 to 40 minutes during off-peak periods. This route connects the Pleasant Hill BART station with the Concord BART station and travels along Mohr Lane and Monument Boulevard in the project vicinity. While bus stops are within walking distance of both areas of the proposed project, transit usage from the proposed project is not expected to be high.

Bus Route # 116

Frequency of service for Bus Route #116 is approximately every 15 minutes in both directions during peak periods. While bus stops are located within easy walking distance of both areas of the proposed project, transit usage from the proposed project is not expected to be high. This route travels along Gregory Lane, Contra Costa Boulevard, and Buskirk, in the vicinity of the proposed project area.

Bus Route #127

Buses are spaced along Bus Route #127 such that a new bus arrives at a given stop approximately every 15 minutes. This route connects the North Concord/Martinez BART Station with Diablo Valley College and travels along Contra Costa Boulevard and Chilpancingo Parkway in the project vicinity.

Bus Route #980

Frequency of service for Express Bus Route #980 ranges from approximately every 30 minutes in both directions during peak periods up to every 45 minutes during off-peak periods. This route connects the Martinez Amtrak Station to the Walnut Creek BART station and makes one stop in the project vicinity at Contra Costa Boulevard and Viking Drive. While bus stops are within walking distance of both areas of the proposed project, transit usage from the proposed project is not expected to be high.

Section 4.4, Transportation/Traffic, Page 4.4-9. The third paragraph has been amended as follows:

The results of the intersection analyses are presented below in Table 4.4-3 (Existing Conditions—Intersection Levels of Service). The results show that all of the intersections, except two, operate at acceptable levels of service under existing weekday peak hour conditions. The intersection of Contra Costa Boulevard/Chilpancingo Road currently operates at LOS E ($V/C=1.080.97$) during the PM peak hour. In addition, the westbound left turning movement at the intersection of Buskirk Avenue/Mayhew Way also operates at LOS F with 244.1 seconds of delay for that approach under existing conditions.

Section 4.4, Transportation/Traffic, Page 4.4-9. Table 4.4-3 has been amended as follows:

<i>Intersection</i>	<i>Type of Control</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
		<i>V/C ratio/ Delay^a</i>	<i>LOS</i>	<i>V/C ratio/ Delay^a</i>	<i>LOS</i>
Chilpancingo Parkway/Old Quarry Road	Signal	0.38	A	0.32	B
Contra Costa Boulevard/Chilpancingo Parkway	Signal	0.66	C	<u>1.080.97</u>	E
Contra Costa Boulevard/Cottonwood Drive	Two-Way Stop	10.1	A	11.6	B
Contra Costa Boulevard/Golf Club Road	Signal	0.72	C	0.66	C
Golf Club Road/Old Quarry Road	Signal	<u>0.469</u>	<u>B</u>	<u>0.2759</u>	C
Buskirk Avenue/Mayhew Way	Two-Way Stop	244.1	F	125.1	F
Buskirk Avenue/Hookston Road	Two-Way Stop	21.7	C	23.2	C
Hookston Road/Vincent Road	Two-Way Stop	24.7	C	22.7	C
Hookston Road/Estand Way	Two-Way Stop	14.8	B	16.4	C
Hookston Road/Bancroft Road	Signal	0.52	A	0.44	A
Vincent Road/Mayhew Way	Two-Way Stop	12.6	B	11.7	B

SOURCE: Delay and LOS based on HCM methodologies using the Synchro (v. 7) software, PBS&J, 2008.

^a For unsignalized intersections (in seconds) worst approach delay and LOS shown

Section 4.4, Transportation/Traffic, Pages 4.4-10 and 4.4-11. Figures 4.4-4 and 4.4-5 have been amended to reflect corrected intersection geometries.

Section 4.4, Transportation/Traffic, Page 4.4-21. The following sub-heading in Table 4.4 has been amended to state:

Sub-Heading: Anticipated Trip Generation Based on Maximum Development Potential Existing Development Trip Generation

Sub-Heading: Net increase in Trip Generation under the Proposed Project Anticipated Trip Generation under the Proposed Project

Section 4.4, Transportation/Traffic, Page 4.4-26. Table 4.4-3 has been amended as follows:

Table 4.4-5 2008 Existing Plus Project Conditions—Intersection Level of Service

Intersection	Type of Control	Existing (No Project)				Existing (Plus Project)			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C ratio/ Delay ^a	LOS	V/C ratio/ Delay ^a	LOS	V/C ratio/ Delay ^a	LOS	V/C ratio/ Delay ^a	LOS
Chilpancingo Parkway/Old Quarry Road	Signal	0.38	A	0.32	B	0.39	A	0.34	B
Contra Costa Boulevard/Chilpancingo Parkway	Signal	0.66	C	1.08 <u>0.97</u>	E	0.67 <u>0.79</u>	C <u>D</u>	1.09 <u>1.04</u>	E
Contra Costa Boulevard/Cottonwood Drive	Two-Way Stop	10.1	A	11.6	B	10.2	A	11.7	B
Contra Costa Boulevard/Golf Club Road	Signal	0.49 <u>0.72</u>	B <u>C</u>	0.59 <u>0.66</u>	C	0.53 <u>0.82</u>	B <u>C</u>	0.69 <u>1.00</u>	C <u>D</u>
Golf Club Road/Old Quarry Road	Signal	0.46	B	0.27	C	0.43	B	0.38	C
Buskirk Avenue/Mayhew Way	Two-Way Stop	244.1	F	125.1	F	202.5	F	137.6	F
Buskirk Avenue/Hookston Road	Two-Way Stop	21.7	C	23.2	C	22.3	C	24.0	C
Hookston Road/Vincent Road	Two-Way Stop	24.7	C	22.7	C	25.7	D	22.8	C
Hookston Road/Estand Way	Two-Way Stop	14.8	B	16.4	C	14.8	B	16.6	C
Hookston Road/Bancroft Road	Signal	0.52	A	0.44	A	0.52	A	0.44	A
Vincent Road/Mayhew Way	Two-Way Stop	12.6	B	11.7	B	13.0	A	11.7	B

SOURCE: Delay and LOS based on HCM methodologies using the Synchro (v. 7) software, PBS&J, 2008.

^a For unsignalized intersections (in seconds) worst approach delay and LOS shown.

Section 4.4, Transportation/Traffic, Page 4.4-30. Table 4.4-7 has been amended as follows:

Table 4.4-7 2018 Cumulative without Project Conditions— Intersection Levels of Service

Intersection	Type of Control	AM Peak Hour		PM Peak Hour	
		V/C ratio/ Delay ^a	LOS	V/C ratio/ Delay ^a	LOS
Chilpancingo Parkway and Old Quarry Road	Signal	0.42	B	0.37	B
Contra Costa Boulevard/Chilpancingo Parkway	Signal	0.89 <u>0.82</u>	C	1.10 <u>1.07</u>	E
Contra Costa Boulevard/Cottonwood Drive	Two-Way Stop	10.1	B	11.3	A
Contra Costa Boulevard/Golf Club Road	Signal	0.74	C	0.78 <u>0.87</u>	D
Golf Club Road/Old Quarry Road	Signal	0.55	C	0.42	B
Buskirk Avenue/Mayhew Way	Two-Way Stop	486.3	F	370.4	F
Buskirk Avenue/Hookston Road	Two-Way Stop	26.8	D	38.0	E
Hookston Road/Vincent Road	Two-Way Stop	29.2	D	26.5	D
Hookston Road/Estand Way	Two-Way Stop	15.7	C	18.8	C
Hookston Road/Bancroft Road	Signal	0.56	A	0.48	A
Vincent Road/Mayhew Way	Two-Way Stop	15.3	C	13.2	B

SOURCE: Delay and LOS based on HCM methodologies using the Synchro (v. 7) software. PBS&J, 2008.

^a For unsignalized intersections (in seconds) worst approach delay and LOS shown.

Section 4.4, Transportation/Traffic, Page 4.4-33. Table 4.4-8 has been amended as follows:

<i>Intersection</i>	<i>Traffic Control</i>	<i>Cumulative (No Project)</i>				<i>Cumulative (Plus Project)</i>			
		<i>AM Peak Hour</i>		<i>PM Peak Hour</i>		<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
		<i>V/C Ratio/ Delay^a</i>	<i>LOS</i>	<i>V/C Ratio/ Delay^a</i>	<i>LOS</i>	<i>V/C Ratio/ Delay^a</i>	<i>LOS</i>	<i>V/C Ratio/ Delay^a</i>	<i>LOS</i>
Chilpancingo Parkway and Old Quarry Road	Signal	0.42	B	0.37	B	0.42	B	0.39	B
Contra Costa Boulevard/Chilpancingo Parkway	Signal	0.90 <u>0.82</u>	C	1.10 <u>1.07</u>	E	0.90 <u>0.84</u>	C	1.13 <u>1.17</u>	E
Contra Costa Boulevard/Cottonwood Drive	Two-Way Stop	10.1	B	11.3	A	10.1	B	13.0	B
Contra Costa Boulevard/Golf Club Road	Signal	0.74	C	0.78 <u>0.87</u>	C <u>D</u>	0.74 <u>0.80</u>	C	0.91	D
Golf Club Road/Old Quarry Road	Signal	0.55	C	0.42	B	0.55	C	0.51	C
Buskirk Avenue/Mayhew Way	Two-Way Stop	486.3	F	370.4	F	486.3	F	392.2	F
Buskirk Avenue/Hookston Road	Two-Way Stop	26.8	D	38.0	E	26.8	D	40.9	E
Hookston Road/Vincent Road	Two-Way Stop	29.2	D	26.5	D	29.2	D	28.3	D
Hookston Road/Estand Way	Two-Way Stop	15.7	C	18.8	C	15.7	C	18.5	C
Hookston Road/Bancroft Road	Signal	0.56	A	0.48	A	0.56	A	0.48	A
Vincent Road/Mayhew Way	Two-Way Stop	15.3	C	13.2	B	15.3	C	13.1	B

SOURCE: Delay and LOS based on HCM methodologies using the Synchro (v. 7) software. PBS&J, 2008.

^a For unsignalized intersections (in seconds) worst approach delay and LOS shown.

Section 4.4, Transportation/Traffic, Page 4.4-34. Figure 4.4-16 has been amended to reflect corrected intersection geometries.

Chapter 5.0, Alternatives to the Proposed Project, Pages 5-2. The following text in Section 5.1, Introduction has been amended to state:

Based on the CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the significant impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. The analysis in this EIR indicates that the project would result in significant and unavoidable impacts with respect to the following:

Air Quality

- ~~> Operation of the proposed project would provide new sources of regional air emissions that would conflict with or obstruct implementation of the Bay Area Air Quality Management District (BAAQMD) Clean Air Plan. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce this impact to a less-than-significant level, this impact would be considered *significant and unavoidable*.~~
- ~~> Operation of the proposed project would exceed BAAQMD standards for ROG, NO_x, and PM₁₀ and would result in a projected air quality violation. Implementation of mitigation measure MM4.1-3 would reduce this impact, but not to a less-than-significant level. Therefore, this impact is *significant and unavoidable*.~~
- > Operation of the proposed project would exceed BAAQMD standards for ROG, NO_x, and PM₁₀ and would result in a projected air quality violation.
- > Implementation of the proposed project could contribute to world-wide climate change through the contribution of greenhouse gases.

Noise

- ~~> Construction of the proposed project could generate and expose sensitive receptors on site or off site to excessive groundborne vibration or groundborne noise levels. Implementation of mitigation measures MM4.3-1 through MM4.3-2 would reduce this impact, but not to a less-than-significant level. Therefore, this impact is *significant and unavoidable*.~~
- ~~> The proposed project could expose people residing or working in the project site to excessive noise levels from the Buchanan Field Airport. Implementation of mitigation measures MM4.3-1 through MM4.3-2 would reduce this impact, but not to a less-than-significant level. Therefore, this impact is *significant and unavoidable*.~~
- > Construction of the proposed project could generate and expose sensitive receptors on site to excessive groundborne vibration or groundborne noise levels.

Traffic

- ~~> Operation of the proposed project would result in the intersection of Contra Costa Boulevard and Chilpancingo Parkway (Concord Avenue) to operate at LOS E. This LOS is considered unacceptable and would result in a potentially significant impact. As no feasible mitigation is available, this impact would be considered *significant and unavoidable*.~~
- ~~> Operation of the proposed project would exceed standards established by the Contra Costa Transportation Authority and/or the City of Pleasant Hill within the study area. This would result in a potentially significant impact. As no feasible mitigation is available, this impact would be considered *significant and unavoidable*.~~
- > Operation of the proposed project would result in the intersection of Contra Costa Boulevard and Chilpancingo Parkway (Concord Avenue) to operate at LOS E, an unacceptable LOS.
- > Operation of the proposed project would exceed standards established by the Contra Costa Transportation Authority and/or the City of Pleasant Hill within the study area.

Chapter 5.0, Alternatives to the Proposed Project, Page 5-5. The following text in Section 5.3.1 under Air Quality has been amended to maintain consistency of analysis to state:

Under the proposed project, the total emissions generated by construction of individual projects, which may have overlapping schedules, could contribute substantially to an existing or projected air quality

violation for criteria air pollutants. Implementation of the mitigation measure MM4.1-2 would reduce this impact to a less-than-significant level. Operation of the proposed project would also increase local traffic volumes, but would not expose sensitive receptors to substantial localized CO concentrations as the growth envisioned under the proposed project would not generate CO concentrations exceeding national and State ambient air quality standards. The resulting air quality impacts would be less than significant. Finally, development of the proposed project would have the potential to expose future on-site residents to substantial Toxic Air Contaminants (TACs). Implementation of mitigation measure MM4.1-5 would reduce this impact to a less-than-significant level.

However, significant and unavoidable impacts would occur under the proposed project. ~~The project would create new sources of regional air emissions that would conflict with or obstruct the BAAQMD Clean Air Plan. No feasible mitigation is available. In addition,~~ Operation of the project would exceed BAAQMD standards for ROG, NO_x, and PM₁₀. Even with the implementation of mitigation measures ~~MM4.1-3, 4.1-5 and 4.1-6,~~ emissions would not be reduced to a less-than-significant level. Like the proposed project, Alternative 1b would involve development of the project area consistent with existing land use and zoning designations, similar to the proposed project. Therefore, it is reasonable to assume that this alternative would have impacts that are significant and similar in scale to the proposed project.

Chapter 5.0, Alternatives to the Proposed Project, Page 5-7. The following text in Section 5.3.2 under Air Quality has been amended to maintain consistency of analysis to state:

Impacts associated with construction emissions contributing to an air quality violation, CO concentrations, and exposure of future residents to TACs would remain the same under the DVC Plaza Only Alternative. ~~However,~~ Similar to the proposed project, this alternative would not create new sources of regional air emissions that would conflict with nor obstruct the BAAQMD Clean Air Plan. ~~No feasible mitigation is available for this impact. In addition,~~ However, operation of the alternative would exceed BAAQMD standards for ROG, NO_x, and PM₁₀. Even with the implementation of mitigation measures ~~MM4.1-3, 4.1-5 and 4.1-6,~~ emissions would not be reduced to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*, although the overall impact would be less severe under this alternative as the project area would be smaller.

Chapter 5.0, Alternatives to the Proposed Project, Page 5-9. The following text in Section 5.3.3 under Air Quality has been amended to maintain consistency of analysis to state:

Impacts associated with construction emissions contributing to an air quality violation, CO concentrations, and exposure of future residents to TACs would remain the same under the Hookston Station Only Alternative. ~~However,~~ Similar to the proposed project, this alternative would not create new sources of regional air emissions that would conflict with nor obstruct the BAAQMD Clean Air Plan. ~~No feasible mitigation is available for this impact. In addition,~~ However, operation of the alternative would exceed BAAQMD standards for ROG, NO_x, and PM₁₀. Even with the implementation of mitigation measures ~~MM4.1-3, 4.1-5 and 4.1-6,~~ emissions would not be reduced to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*, although the overall impact would be less severe under this alternative as the project area would be smaller.

Chapter 5.0, Alternatives to the Proposed Project, Page 5-9. The following text in Section 5.3.4 under Air Quality has been amended to maintain consistency of analysis to state:

Impacts associated with construction emissions contributing to an air quality violation, CO concentrations, and exposure of future residents to TACs would remain the same under Reduced Density Alternative. ~~However, similar to the proposed project, the~~ Reduced Density Alternative would not create new sources of regional air emissions that would conflict with nor obstruct the BAAQMD Clean Air Plan. No feasible mitigation is available for this impact. In addition, operation of the alternative would exceed BAAQMD standards for ROG, NO_x, and PM₁₀. Even with the implementation of mitigation measures ~~MM4.1-34.1-5 and 4.1-6,~~ emissions would not be reduced to a less-than-significant level. Under the Reduced Density Alternative, less square footage would be developed, and air quality impacts would be slightly reduced. Nonetheless, like the proposed project, this impact would remain *significant and unavoidable*, although the overall impact would be less severe under this alternative as the project area would be smaller.

Chapter 5.0, Alternatives to the Proposed Project, Pages 5-13 to 5-14. The following text in Section 5.6, Attainment of Project Objectives and Section 5.7, Environmentally Superior Alternative has been amended to state:

2.3 ATTAINMENT OF PROJECT OBJECTIVES

Alternative 1 (Reasonably Foreseeable Development [Continuation of Existing General Plan]) would not achieve the overall project objective to eliminate blight and promote, directly or indirectly, new development and the revitalization of existing land uses in the proposed project area. Specifically, Alternative 1 would not renew nor create economic stimulation within the Pleasant Hill Commons Project Area in order to create an environment that would establish the area as a center of community activity. Further, Alternative 1 would not create a functioning balance of commercial (retail and office), residential and public space, increase that would re-establish aesthetic, economic, and social viability to the Pleasant Hill Commons area.

Alternative 2 (DVC Plaza Only) and Alternative 3 (Hookston Station Only), ~~however,~~ would both achieve this the overall project objective to eliminate blight and promote, directly or indirectly, new development and the revitalization of existing land uses in the proposed project, but to a lesser degree as the amount of area added to the redevelopment plan would be less. In particular, Alternative 2 would achieve a number of project objectives that pertain to the DVC Plaza only, such as increasing the visibility of the DVC Plaza from Contra Costa Boulevard and Golf Club Road, redeveloping the DVC Plaza with a mix of commercial, residential, and public use, continuing to increase, improve and preserve affordable and moderate income housing in the community, and to provide such housing in the income and age categories needed based on the City's share of the region's needs, and restoring habitat and improve public access, including the addition of pedestrian walkways along Grayson Creek. Implementation of Alternative 2 would achieve all the project objectives, but only within the DVC Plaza area. Conversely, Alternative 3 would fail to meet the project objectives that pertain to residential development and the DVC Plaza area, while achieving those of the Hookston Station area.

~~Only Alternative 4 (Reduced Density) would meet the overall objective of the project as both areas would allow both the DVC Plaza and Hookston Station areas to be added to the redevelopment plan area. In addition, Alternative 4 would meet all specific project objectives as both project area. However, the total permitted development would decrease from a net increase of 147,463 sf and 300 units in DVC Plaza, to a net increase of 70,043 sf and 150 units. In the Hookston Station area, the permitted development would decrease from a net increase of 19,954 sf to a net decrease of 45,992 sf. The net development increase would total 24,051 sf and 150 units. With respect to Alternative 4, the *Report to Council*, dated August 8, 2008, found that a net increase of 105,000 sf and 300 units would be required to generate sufficient tax increment to completely satisfy the project objectives, including economic development, increasing the visibility of DVC Plaza, providing affordable housing, restoring habitat along Grayson Creek, constructing other needed public improvements, and assembling land into parcels. Therefore, while Alternative 4 would meet the intent of the project objectives to facilitate the revitalization of the project areas, it would not entirely meet all of the project objectives due to a lack of sufficient tax generation.~~

2.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. This would ideally be the alternative that results in fewer (or no) significant and unavoidable impacts. CEQA Guidelines Section 15126(d)(2) states that if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Alternative 3 (Hookston Station Only) reduces most of the proposed project’s significant impacts to a less-than-significant level, as noted in Table 5-31 (Summary Comparison of Alternatives). The remaining alternatives would reduce the potential impacts of the currently proposed project, although not to the degree of reducing all significant and unavoidable impact to less-than-significant level and therefore not to the degree of Alternative 3. Therefore, Alternative 3 would be environmentally superior to the proposed project because the significant environmental impacts to traffic would be lessened to the greatest extent. However, as noted above, Alternative 3 would fail to meet the project objectives that pertain to residential development and the DVC Plaza area. ~~Therefore, among~~ Among the remaining alternatives, Alternative 4 (Reduced Density) would be the {environmentally superior} alternative, as ~~alternative would meet the overall project objective by including~~ not avoid all of the project's significant unavoidable impacts, although impacts would be lessened, but would generally meet the overall intent of the project objectives. Therefore, Alternative 4 would be considered the environmentally superior alternative, although, as stated above, it would not achieve all of the project objectives. ~~within the redevelopment project area. In addition, Alternative 4 would meet specific project objectives that pertain to residential development and the DVC Plaza area. However, Alternative 4 would not allow for buildout as contemplated under the General Plan, and would not result in eliminating any of the significant and unavoidable impacts of the proposed project.~~

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CHAPTER 3 Response to Comments

3.1 ORGANIZATION OF THE RESPONSES TO COMMENTS

In total, six comment letters regarding the Draft EIR for the proposed Amendments to the Pleasant Hill Commons Redevelopment Plan were received, including Contra Costa Water District and the County Connection. In addition, verbal comments were taken at the Planning Commission meeting on July 8, 2008. Table 3-1 provides a list of commenters in the order that they are presented in this section.

<i>No.</i>	<i>Commenter/Organization</i>	<i>Date of Comment</i>	<i>Page</i>	<i>Type of Comment</i>
1	State Clearinghouse, Office of Planning and Research	8/1/08	3-2	L
2	California Department of Transportation	7/31/08	3-6	L
3	County Connection (Contra Costa County Transportation Authority)	6/25/08	3-8	L
4	Contra Costa Water District	7/30/08	3-13	L
5	City of Concord	7/31/08	3-17	L
6	Goldfarb Lipman Associates (on behalf of Grosvenor USA, Ltd.)	7/30/08	3-20	L
7	Public Comments received at the July 8 th Planning Commission Meeting	7/8/08	3-29	V

Note: L = Letter; V = Verbal

This chapter of the Final EIR contains all comments received on the Draft EIR during the public review period, as well as the Lead Agency's responses to these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Although some letters may raise legal or planning issues, these issues do not always constitute significant environmental issues that pertain to the adequacy of the environmental analysis. Therefore, in some instances the comment is noted, but no response has been provided. Generally, the responses to comments provide explanation or amplification of information contained in the Draft EIR.

3.2 COMMENTS ON THE DRAFT EIR

This section contains the original comment letters, which have been bracketed to isolate the individual comments, followed by a section with the responses to comments within each letter. As noted above, and stated in Sections 15088(a) and (b) of the CEQA Guidelines, comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review will be forwarded for consideration to the decision makers as part of the project approval process. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

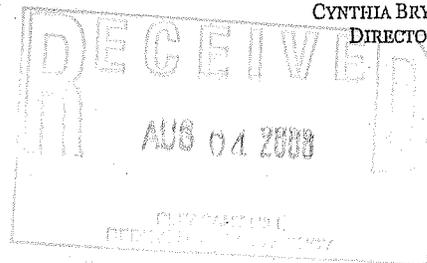


STATE OF CALIFORNIA
 GOVERNOR'S OFFICE of PLANNING AND RESEARCH
 STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
 GOVERNOR

CYNTHIA BRYANT
 DIRECTOR

August 1, 2008



Robert Stewart
 Pleasant Hill Redevelopment Agency
 100 Gregory Lane
 Pleasant Hill, CA 94523

Subject: DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan
 SCH#: 2008032042

Dear Robert Stewart:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 31, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
 Director, State Clearinghouse

Enclosures
 cc: Resources Agency

1-1

**Document Details Report
State Clearinghouse Data Base**

Letter 1

SCH# 2008032042
Project Title DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan
Lead Agency Pleasant Hill Redevelopment Agency

Type EIR Draft EIR
Description The proposed project consists of the adoption and implementation of an Amendment to the Pleasant Hill Commons Redevelopment Plan to include the DVC Plaza and Hookston Station Areas. Redevelopment of the project site as proposed includes a net increase of approximately 167,417 square feet of commercial/retail/limited industrial space and 300 dwelling units.

Lead Agency Contact

Name Robert Stewart
Agency Pleasant Hill Redevelopment Agency
Phone (925) 671-5215 **Fax**
email
Address 100 Gregory Lane
City Pleasant Hill **State** CA **Zip** 94523

Project Location

County Contra Costa
City Pleasant Hill
Region
Lat / Long
Cross Streets Old Quarry Road and Golf Club Road, Hookston Road and Vincent Road
Parcel No. Multiple
Township 78N **Range** 23W **Section** **Base**

Proximity to:

Highways Interstate 680
Airports Buchanan Field Airport
Railways
Waterways
Schools Multiple
Land Use Hookston Station General Plan Land Use Designation/Zoning - Light Industrial/Limited Industrial. DVC Plaza General Plan Land Use Designation/Zoning - Mixed Use, Commercial, and Residential/Retail Business.

Project Issues Aesthetic/Visual; Air Quality; Noise; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Integrated Waste Management Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 06/17/2008 **Start of Review** 06/17/2008 **End of Review** 07/31/2008

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



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July 31, 2008

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CC680587
CC-680-19.86/17.70
SCH2008032042

CLEAR
7.31.08
e

Mr. Robert Stewart
City of Pleasant Hill
Redevelopment Agency
100 Gregory Lane
Pleasant Hill, CA 94523

Dear Mr. Stewart:

DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan - Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan. The following comments are based on the Draft Environmental Impact Report (DEIR). Our previous comments still apply and are incorporated here by reference.

Highway and Traffic Operations

Traffic Impact Analysis (TIA), Appendix E:

1. The TIA uses a future date of 2018 providing only a 10-year forecast instead of a standard 20-year long term analysis. Please update the TIA to provide a longer range forecast of 20 years after project completion.
2. Please include project generated volumes for the PM eastbound (EB) through volumes on the project figures and Synchro sheets for the long range Cumulative and long range Cumulative with Project, EB PM through volumes at the Contra Costa/Chilipancingo intersection. Would the Synchro outcome affect any other section of the analysis?
3. Please detail impact and mitigation for the facilities noted in the Department's letter dated March 13, 2008; ramps on Contra Costa Boulevard, ramps on Concord Avenue/I-680, Contra Costa Boulevard/Diamond Boulevard intersection leading to the Burnett Avenue ramps.

Should you have any questions regarding this letter, please contact Christian Bushong of my staff at (510) 286-5606 or christian_bushong@dot.ca.gov.

Sincerely,

Lisa Carboni
District Branch Chief
Local Development - Intergovernmental Review

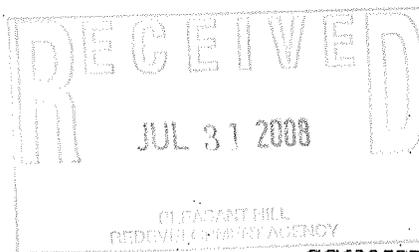
c: State Clearinghouse

■ Response to Comment Letter Reference 1: State Clearinghouse

- 1-1 Comment noted. The letter from the California Department of Transportation (Caltrans) that was attached to this comment letter (Letter 1) was also received under separate cover and is listed and addressed as Letter 2 of this chapter.

DEPARTMENT OF TRANSPORTATION

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TTY 711



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July 31, 2008

CC680587
CC-680-19.86/17.70
SCH2008032042

Mr. Robert Stewart
City of Pleasant Hill
Redevelopment Agency
100 Gregory Lane
Pleasant Hill, CA 94523

Dear Mr. Stewart:

DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan. The following comments are based on the Draft Environmental Impact Report (DEIR). Our previous comments still apply and are incorporated here by reference.

Highway and Traffic Operations

Traffic Impact Analysis (TIA), Appendix E:

- 1. The TIA uses a future date of 2018 providing only a 10-year forecast instead of a standard 20-year long term analysis. Please update the TIA to provide a longer range forecast of 20 years after project completion. 2-1
- 2. Please include project generated volumes for the PM eastbound (EB) through volumes on the project figures and Synchro sheets for the long range Cumulative and long range Cumulative with Project, BB PM through volumes at the Contra Costa/Chilipancingo intersection. Would the Synchro outcome affect any other section of the analysis? 2-2
- 3. Please detail impact and mitigation for the facilities noted in the Department's letter dated March 13, 2008; ramps on Contra Costa Boulevard, ramps on Concord Avenue/I-680, Contra Costa Boulevard/Diamond Boulevard intersection leading to the Burnett Avenue ramps. 2-3

Should you have any questions regarding this letter, please contact Christian Bushong of my staff at (510) 286-5606 or christian_bushong@dot.ca.gov.

Sincerely,

Lisa Carboni
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

■ Response to Comment Letter Reference 2: California Department of Transportation

- 2-1 The analysis of traffic impacts reflects a 10-year buildout horizon (to year 2018). This buildout horizon was developed in consultation with City staff and is consistent with the previous EIR that involved an amendment to the Pleasant Hill Commons Redevelopment Plan (April 2000). The previous EIR also considered a 10-year buildout horizon and was reviewed by Caltrans. Please refer to Jean Finney's (Caltrans) comment letter regarding the Monument Boulevard Area Amendment to the Pleasant Hill Commons Redevelopment Plan dated March 8, 2000 for further clarification. A copy of this document is available for review at the Agency during normal business hours. In light of this, a 10-year buildout horizon was deemed appropriate for the purposes of this analysis.
- 2-2 The analysis has been amended to include the eastbound PM peak hour through project traffic for the Cumulative + project analysis. The addition of the 27 PM peak hour through trips did not result in any changes to either the intersection level of service (LOS) or volume to capacity ratio (v/c) ratio. Copies of the revised analysis have been included in Appendix H of the Traffic Impact Analysis and are attached to the back of Chapter 2, Text Changes.
- 2-3 As discussed with Caltrans staff (Christian Bushong), project traffic from the DVC Plaza site that would arrive at the intersection via the interchange at Concord Avenue and I-680 is expected to be very low. Specifically, the peak hour project traffic that would arrive via I-680 would not exceed the minimum 50 total trip volume threshold recommended by the Contra Costa Transportation Authority (CCTA). The majority of project traffic is expected to pass through the intersection as it heads to and from the city of Concord area (i.e., to and from the east). Finally, the addition of project traffic at this intersection does not change the LOS and has minimal impacts to the overall v/c.

ADMINISTRATIVE OFFICES
2477 Arnold Industrial Way
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(925) 676-1976
Fax (925) 687-7306



CUSTOMER SERVICE
TRANSPORTATION CENTER
At Walnut Creek BART
220 Ygnacio Valley Rd
Walnut Creek, CA 94596-3739
(925) 676-7500
Fax (925) 932-1478



Mr. Robert Stewart
Redevelopment Administrator, Pleasant Hill Redevelopment Agency
City Hall
100 Gregory Lane
Pleasant Hill, CA 94523

Re: Draft EIR on DVC Plaza and Hookston Station Amendment to the Pleasant Hill Commons Redevelopment Plan

June 25, 2008

Dear Mr. Stewart,

The County Connection (CCCTA) has the following comments on the Draft EIR on DVC Plaza and Hookston Station Redevelopment Plans.

The transportation element of the plan needs to be edited to accurately reflect bus transit services to the project area. Routes 102, 108, 109, 127, 980, and 110 serve the DVC Plaza area on weekdays and provide connections to the North Concord, Concord, Pleasant Hill and Walnut Creek BART stations. A map showing how the various routes serve the project area is attached.

3-1

In addition the transportation element of the plan should reference the development of the DVC Transit Center located on across Golf Club Road from the project area. A design schematic has been attached for reference.

3-2

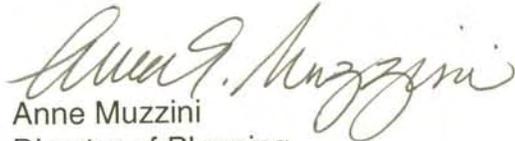
Plans to revitalize the DVC plaza area in particular should include enhancement of pedestrian access to bus stops on Old Quarry Rd., Chilpancingo Parkway, Golf Club Road and Contra Costa Boulevard and pedestrian access to the new Transit Center. Pedestrian safety crossing Golf Club Road is a problem that should be mitigated as part of any final designs.

3-3

Improvements to pedestrian circulation and transit access should be identified as mitigation measures for the growth planned in the redevelopment area. They are important components of a vital and diverse community and should be further emphasized in the Draft EIR for the project.

3-4

Thank you for the opportunity to comment.
Sincerely,

A handwritten signature in cursive script, appearing to read "Anne Muzzini".

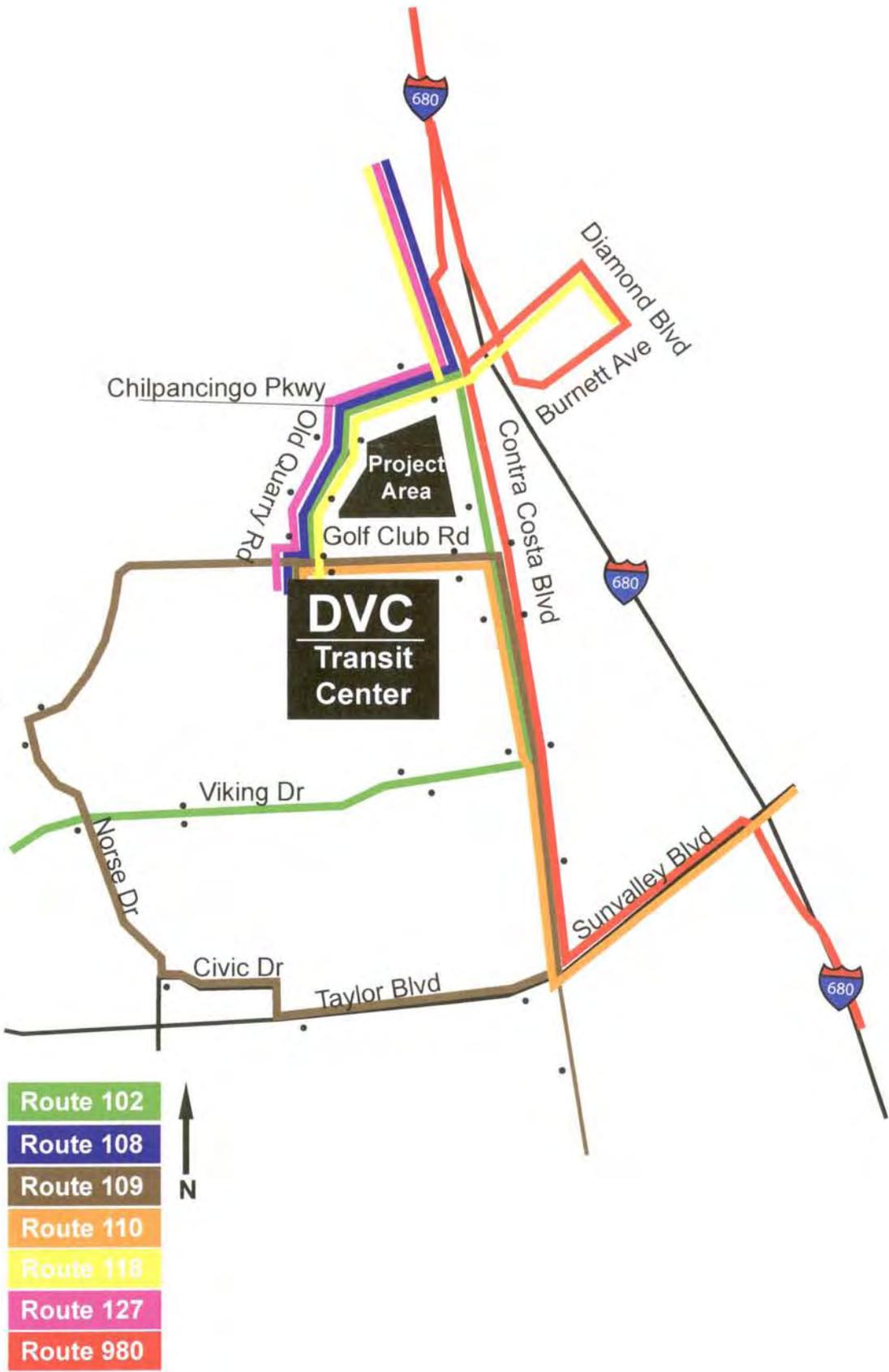
Anne Muzzini
Director of Planning
CCCTA

Attachments:

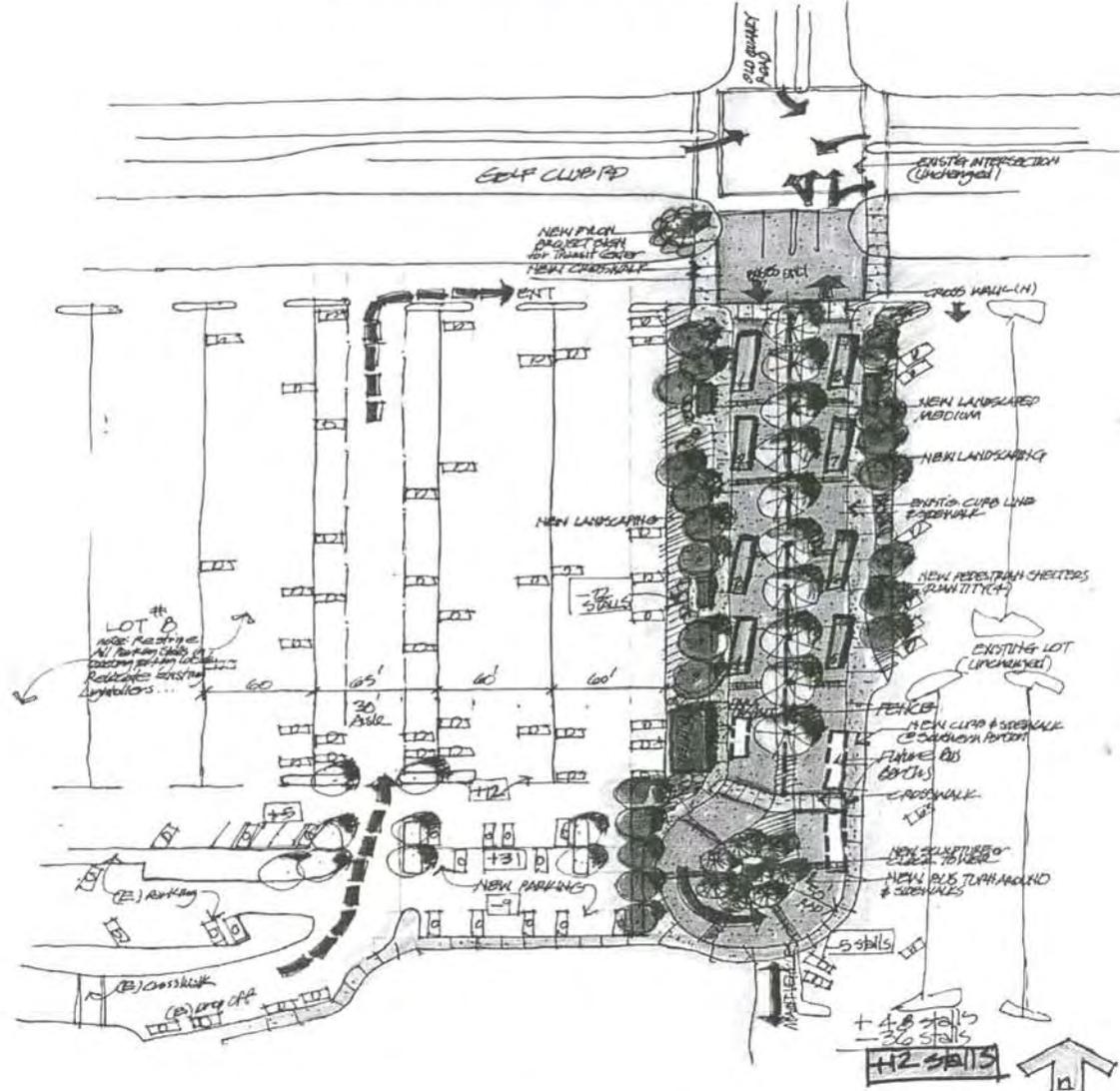
Transit schedules for Routes 102,108, 109, 110, 127, 980
DVC Transit Center schematic
DVC Plaza with transit routes schematic

Cc:

Suzanne Angeli
Rick Ramacier



PUBLIC MEETING!!
COME HEAR ABOUT PLANS FOR A NEW
TRANSIT CENTER AT
DIABLO VALLEY COLLEGE
THURSDAY FEB .22
3:30 - 5:00 PM
COMMUNITY CONFERENCE ROOM
(ABOVE PARKING LOT #7 AT DVC)



Diablo Valley College Transit Center
CONCEPT MASTER PLAN / Alternative I (revised)

3/18/06

■ Response to Comment Letter Reference 3: Central Contra Costa Transportation Authority

- 3-1 The comment requests that the transportation chapter of the EIR be revised to accurately reflect bus transit services that serve the project area. Specifically, the comment listed several additional bus routes that serve the DVC Plaza Area. Descriptions of the additional routes serving the DVC Plaza Area identified by the County were added to Chapter 4 of the DEIR (See Chapter 2, Text Changes).
- 3-2 The comment requests that the transportation element of the redevelopment plan reference the development of the DVC Transit Center. The DEIR did provide descriptions of the bus routes that serve the project areas and descriptions of the additional routes serving the DVC Plaza Area were added to the DEIR (See Chapter 2, Text Changes). These descriptions included references to the new DVC Transit Center, which would include 10 bus bays, passenger waiting area, lighted loading islands, separation of buses and personal vehicles at access and egress, and a transit ticket office.
- 3-3 The comment requests that plans to revitalize the DVC Plaza Area include enhancement of pedestrian access to bus stops on Old Quarry Road, Chilpancingo Parkway, Golf Club Road and Contra Costa Boulevard and pedestrian access to the new transit center. The proposed project is an amendment to an existing redevelopment plan that would facilitate development in the DVC Plaza and Hookston Station areas. No specific development proposals have been proposed at this time. Individual projects that are proposed within the DVC Plaza and Hookston Station areas would be required to comply with City of Pleasant Hill Municipal Code requirements with respect to the provision of pedestrian access, including pedestrian safety.
- 3-4 The comment requests that improvements to pedestrian circulation and transit access be identified as mitigation measures for the growth planned in the redevelopment area. The DEIR addressed the effects of the proposed amendments on pedestrian circulation. As addressed in Section 4.4, Transportation/Traffic of the DEIR, existing pedestrian facilities are sufficient to serve the DVC Plaza and Hookston Station areas and the anticipated increase in pedestrian traffic is projected to be within the current capacity of existing facilities. As discussed in Response to Comment 3-3, above, individual projects that are proposed within the DVC Plaza and Hookston Station areas would be required to comply with City of Pleasant Hill Municipal Code requirements with respect to the provision of pedestrian access.



**CONTRA COSTA
WATER DISTRICT**

1331 Concord Avenue
P.O. Box H20
Concord, CA 94524
(925) 688-8000 FAX (925) 688-8122



July 29, 2008

*Sent Via Facsimile (925) 676-1125
Hard Copy to Follow*

Directors

Joseph L. Campbell
President

Elizabeth R. Anello
Vice President

Bette Boatman
John A. Burgh
Karl L. Wandry

Walter J. Bishop
General Manager

Robert Stewart
Redevelopment Administrator
Pleasant Hill Redevelopment Agency
100 Gregory Lane
Pleasant Hill, CA 94523

**Subject: Environmental Impact Report for the DVC Plaza and Hookston
Station Amendments to the Pleasant Hill Commons Redevelopment
Plan EIR**

Dear Mr. Stewart,

The Contra Costa Water District (CCWD) is in receipt of the Environmental Impact Report for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan as prepared for the Pleasant Hill Redevelopment Agency by PBS&J, dated June 2008.

CCWD had previously commented on this project when we reviewed the Notice of Preparation/Initial Study for the project. Our previous comments in a letter to you dated May 29 are attached. CCWD finds that the issues with respect to CCWD remain the same and no additional comments on the project are considered necessary at this time.

Please contact Richard Broad at CCWD regarding water service issues at (925) 688 - 8013. Alternatively, I may be contacted at (925) 688-8119 should you have further questions.

Sincerely,

For Mark A. Seedall
Senior Planner

MAS/JT/rlr

4-1



**CONTRA COSTA
WATER DISTRICT**

1331 Concord Avenue
P.O. Box H20
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(925) 688-8000 FAX (925) 688-8122

May 29, 2008

*Sent Via Facsimile (925) 676-1125
Hard Copy to Follow*

Directors
Joseph L. Campbell
President

Elizabeth R. Anello
Vice President

Bette Boatman
John A. Burgh
Karl L. Wandry

Walter J. Bishop
General Manager

Robert Stewart
Redevelopment Administrator
Pleasant Hill Redevelopment Agency
100 Gregory Lane
Pleasant Hill, CA 94523

Subject: Notice of Preparation /Initial Study for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

Dear Mr. Stewart:

The Contra Costa Water District (CCWD) is in receipt of the Notice of Preparation/Initial Study for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan as prepared for the Pleasant Hill Redevelopment Agency by PBS&J, dated March 2008. CCWD offers the following comments:

The proposed increases in commercial and retail space of 167,417 square feet and 300 new dwelling units are significant and CCWD requires specific details and information regarding this proposed development in order to determine the extent of additional water infrastructure that will be required to service this project.

4-2

There is a 24-inch CCWD water main in Chilpancingo Parkway and Golf Club Road and it is anticipated that this water main has adequate volume and capacity to service the proposed project. However, further study is needed to determine if there is adequate distribution capacity for this development.

Additionally, CCWD understands that the Pleasant Hill Public Works plans to replace the Golf Club Road bridge in the near future and this will require that CCWD's 24-inch and 8-inch mains within Golf Club Road be relocated. It is possible that these mains will also need to be upgraded for the proposed project. CCWD further provides the following specific comments on the proposed project:

4-3

- Existing water infrastructure will need to be evaluated and any modifications will need to be designed and constructed at the Developer's/Owner's expense.

4-4

Robert Stewart
Redevelopment Administrator
Pleasant Hill Redevelopment Agency
May 29, 2008
Page 2

- Each premise to be provided domestic service will require its own service connection and meter (Reg. 5.32.020).
- The water main in the street or right-of-way shall be located opposite the proposed meter locations, with sufficient capacity and pressure as determined by CCWD.
- The Project/Property may require a main extension or addition or other infrastructure (Reg. 5.08.020).
- Water service will likely require backflow prevention devices, which could reduce water pressure. Proper planning is necessary to ensure backflow prevention devices are located appropriately.

4-4
(con't.)

The information provided is for guidance purposes only. Further information and answers to a number of frequently asked questions regarding water service and CCWD regulations can be found on the CCWD's web site at www.ccwd.com. CCWD recommends Applicant submit an application for service or an application for a "Shotgun" estimate for this project, so that CCWD can provide a more detailed analysis and review.

4-5

Please contact Richard Broad at CCWD regarding water service issues at (925) 688-8013. Alternatively, I may be contacted at (925) 688-8119 should you have further questions.

Sincerely,


Mark A. Seedall
Senior Planner

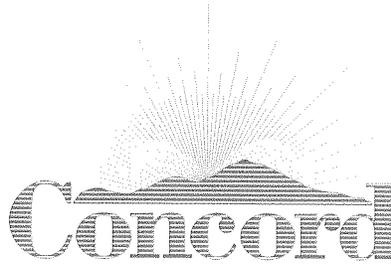
MAS/rlr

■ Response to Comment Letter Reference 4: Contra Costa Water District

- 4-1 Comment noted. The comment states that the Contra Costa Water District has no additional comments beyond those submitted during the public review period for the Notice of Preparation/Initial Study and are resubmitted on the DEIR.
- 4-2 As noted on page 3-1 of the DEIR, “[t]his EIR contains program-level environmental analysis of the proposed project as allowed by Section 15168 of the CEQA Guidelines.” No specific development projects within either project area are currently proposed. Therefore, the location or size of distribution lines to serve individual development within either project area cannot currently be determined and are outside the purview of this EIR. As stated in the EIR, additional environmental analyses will be prepared on a project-by-project basis in compliance with the requirements of CEQA and will include a project-level analysis of each development project, including an analysis of utility infrastructure. Therefore, the analysis requested by the commenter will be conducted, as appropriate, during the project-level review of any redevelopment projects proposed within either project area.
- 4-3 Comment noted. It is unclear how the 24-inch main along Golf Club Road that was acknowledged in the previous paragraph as being adequate to handle the demands of the proposed project would potentially require improvement should it be relocated due to a project currently contemplated by the City of Pleasant Hill Public Works. Nonetheless, based on previous correspondence with the Contra Costa Water District (CCWD) and as acknowledged in the Initial Study for the proposed project (see Appendix A of the DEIR), adequate capacity would exist within the existing mains in and around the project areas. The project-level analyses that would be conducted within either project area would confirm this finding during their CEQA review and identify any improvements to the existing water distribution infrastructure that would be necessary to insure that impacts are less than significant.
- 4-4 Any proposed development projects within the project areas would comply with all applicable regulations and requirements, including CCWD Title 5 requirements.
- 4-5 Comment noted.

CITY OF CONCORD
PERMIT CENTER
1950 Parkside Drive
Concord, California 94519-2578

Telephone: (925) 671-3454
Fax: (925) 671-3381



CITY COUNCIL
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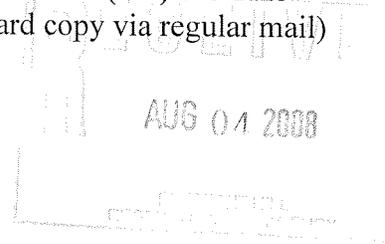
Edward R. James, Interim City Manager

Letter 5

July 31, 2008

VIA FAX: (925) 676-1125
(Hard copy via regular mail)

Robert Stewart
Redevelopment Administrator
Pleasant Hill Redevelopment Agency
City Hall
100 Gregory Lane
Pleasant Hill, CA. 94523



RE: Draft Environmental Impact Report (EIR) for the Proposed DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan

Dear Mr. Stewart:

The City of Concord has received and reviewed the Draft Environmental Impact Report (EIR) for the proposed DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan. The proposed project consists of adding the DVC Plaza and Hookston Station Areas to the Pleasant Hill Commons Redevelopment Project Area and to authorize redevelopment of these two areas. It is our understanding that you are soliciting comments from interested parties as to the nature and scope of the environmental information and analysis to be included in the Final EIR for the subject project.

The City has evaluated this environmental document and is providing written comments that would need to be analyzed in the Final EIR. Based on project trip generation and trip distribution as reported in the DEIR, the DVC Plaza component of the project is expected to add a significant number of net new PM peak hour trips on Concord Avenue east of I-680, including 64 eastbound trips and 71 westbound trips, for a total of 135 net new PM peak hour trips. At least a portion of these trips would travel through the Concord Avenue/Commerce Avenue/SR 242 SB Ramps intersection, one of the most congested intersections within the City of Concord. This intersection currently operates at LOS D during the PM peak hour and is expected to deteriorate to LOS F under year 2030 conditions and current geometric configurations. As a result, the City of Concord is respectfully requesting that the Final EIR analyze PM peak hour project impacts on existing (2008) and 2018 cumulative traffic conditions at the Concord Avenue/Commerce Avenue/SR 242 SB Ramps intersection.

5-1

Mr. Stewart
July 31, 2008
Page 2 of 2

Letter 5

Thank you for the opportunity to review and comment on the Draft EIR for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan. We look forward to receiving the Final EIR, including responses to our comments. If you have any questions regarding these comments, please contact Ray Kuzbari, Transportation Manager at (925) 671-3129.

Sincerely,

A handwritten signature in cursive script that reads "Phillip Woods". The signature is written in black ink and is positioned below the word "Sincerely,".

Phillip Woods, AICP
Principal Planner

cc: Deborah Raines, Planning Manager, City of Concord
Ray Kuzbari, Transportation Manager, City of Concord

08ltr.075

■ Response to Comment Letter Reference 5: City of Concord

- 5-1 At the request of the City of Concord, the intersection of Concord Avenue and Commerce Avenue was analyzed for all scenarios evaluated as a part of the DVC Plaza analysis; i.e.,
- a. 2008 Existing Conditions
 - b. 2008 Existing Conditions plus proposed project
 - c. 2018 Cumulative Conditions
 - d. 2018 Cumulative Conditions plus proposed project

As specifically requested by the City of Concord this analysis was performed using the Traffix model to determine the overall intersection LOS and the Synchro model to determine the eastbound 95th percentile back of queue. The results of the Traffix analysis show that the addition of trips associated with the project would be minimal and would not result in any changes in the intersection LOS under either AM or PM periods. The Synchro analysis determined that the eastbound queue would increase by 25 feet under both the AM and PM peak hours. This is equivalent to one additional car being stored in the queue during the peak hour, which is considered to be a minimal impact for the purposes of this analysis. The Traffix and Synchro output sheets/reports have been included in Appendix A of this volume of the Final EIR.

July 30, 2008

via e-mail and u.s. mail

**Mr. Robert Stewart, Redevelopment Administrator
Pleasant Hill Redevelopment Agency
100 Gregory Lane
Pleasant Hill, CA 94523**

Re: Comments on Draft Environmental Impact Report for DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan (SCH No. 2008032042)

Dear Mr. Stewart:

We are providing comments on the Draft Environmental Impact Report for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan (SCH No. 2008032042) (the "EIR") on behalf of Grosvenor USA Ltd. ("Grosvenor"), current owners of the DVC Plaza Shopping Center. We appreciate the Redevelopment Agency's diligent efforts to amend the redevelopment plan to eliminate the blight that currently exists at DVC Plaza.

Our comments are attached and are offered with the goal of achieving a legally defensible EIR and of ensuring that impacts are mitigated where possible. We look forward to working with Grosvenor, the Redevelopment Agency (the "Agency") and the City of Pleasant Hill (the "City") to achieve the successful redevelopment of DVC Plaza.

Sincerely,



BARBARA E. KAUTZ

cc: Don Capobres, Grosvenor Group Ltd.

Facsimile

510 836-1035

San Francisco

415 788-6336

Los Angeles

213 627-6336

San Diego

619 239-6336

Goldfarb & Lipman LLP

July 30, 2008
Page 2

COMMENTS ON DRAFT EIR

Chapter 1, Executive Summary

The mitigation measures listed in the Executive Summary should be shown as part of a Mitigation Monitoring Program when the Plan Amendment is adopted. The Mitigation Monitoring Program should also include the various mitigation measures required by the Initial Study to ensure that the mitigation measures are incorporated into the Redevelopment Plan. It will not be clear that these potential impacts have been mitigated unless these measures are included in the Mitigation Monitoring Program.

6-2

Chapter 2, Introduction

Section 2.5, Intended Uses of the EIR. Section 3.6 (page 3.9) indicates that the EIR is intended to be used as a Program EIR, not a Project EIR. However, Section 2.5 states that this EIR will address all state, regional, and local governmental approvals needed for construction or operation of any future development, including any building permits. Section 2.5 should clarify that this is not a Project EIR and explain how this Program EIR will be used during the review of future permits. It would be helpful if the EIR would be more clearly identified as a Program EIR in the Executive Summary and earlier in the Introduction.

6-3

Chapter 3, Project Description

Section 3.2, Project Objectives, page 3-2. The statement of Project Objectives should more closely reflect those listed in the Preliminary Plan and the Preliminary Report. In particular, the Preliminary Plan included these objectives (repeated on page I-15 of the Preliminary Report) which should be added to the list of Project Objectives:

- Strengthening of commercial and industrial functions.
- Provision of adequate land for parking and open spaces.
- Replanning, redesign, and development of areas which are stagnant or improperly utilized.
- Assembly of land into parcels.
- Installation of needed public improvements.

6-4

Section 3.3, Project Description, pages 3-2 to 3-5. The EIR should describe more fully the existing blighted conditions in the proposed Added Area. These

6-5

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Page 3

conditions are explained in detail in the Preliminary Report. This discussion would more clearly inform the public about the benefits of the Plan Amendment.

↑ 6-5
(cont.)

Section 3.3, Project Description, page 3-8. The EIR states that there are no specific public improvements planned within the Added Area. However, Table III-2 (page III-6) of the Preliminary Report lists “Projects and Activities” intended as a result of the Plan Amendment. Many of these are public improvements. While the improvements listed are clearly at the programmatic, conceptual stage, the list of projects and activities should be included or referenced in the EIR so that there is no inconsistency between the Preliminary Report and the EIR, and so that the EIR more clearly describes the benefits to be provided by the Plan Amendment.

6-6

Section 4.1, Air Quality and Climate Change

Impact 4.1-3, page 4.1-21. The EIR states that the Plan Amendment will exceed air quality standards due to the amount of pollutants that will be generated by future development, although all air quality standards will be met. It identifies this impact is “significant and unavoidable” with no mitigation measures available to reduce this impact to a level of insignificance. However, many of the mitigation measures required to mitigate the effects of climate change and listed on pages 4.1-53 to 4.1-55 of the EIR would also reduce the total pollutants generated by future development. While these mitigation measures may not mitigate this impact to a level of insignificance, the EIR should note that this impact will be at least partially mitigated by the climate change mitigation measures required to be incorporated into the project.

6-7

Climate Change, page 4.1-42. After the EIR was published, the Governor’s Office of Planning and Research released on June 19, 2008 a Technical Advisory entitled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (the “OPR Advisory”). The OPR Advisory provides direction regarding the evaluation of climate change as part of an environmental impact report. Although the EIR appears to be largely consistent with the OPR Advisory, the Agency may wish to consider quantifying emissions from water use and construction activities as recommended in the OPR Advisory, although it is unlikely that this will change either the EIR’s conclusions or the recommended mitigation measures. The EIR should explain that the methodology used in the EIR conforms to that specified by the OPR Advisory.

6-8

Section 4.3, Noise

City of Pleasant Hill Zoning Ordinance, page 4-3.22. This section appears to misconstrue the provisions of the City’s Zoning Ordinance relating to ambient noise levels. The Zoning Ordinance indicates that the levels shown in Table 4.3-9 are maximum noise levels that a project may *generate* due to activities on the site. In particular, the Zoning Ordinance states:

6-9
↓

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Page 4

“[N]o use shall *create* ambient noise levels measured at the property line which exceed the standards in Section 18.50.060.” (emphasis added)

However, the EIR interprets this provision as the maximum ambient (background) noise level acceptable at the property line for new development. A maximum of 50 Ldn at the property line is a very low ambient noise threshold for residential development. More typical are the limits included in the City’s General Plan, which sets “normally acceptable” noise limits of 60 to 65 dB in residential areas. The State of California does not require an acoustical analysis for residences unless the ambient noise level exceeds 60 Ldn.

We would recommend that the EIR utilize the more typical 60 Ldn standard included in the City’s General Plan to determine the significance of the ambient noise level and appropriate mitigation measures.

Mitigation Measure 4-3.9, page 4.3-31. This mitigation measure requires that the ambient noise level on balconies and in patio areas be reduced to 50 Ldn. As previously indicated, this is considerably lower than the 60 Ldn standard adopted in the City’s General Plan and more typically used.

Grosvenor believes that the specific materials requirements listed in this mitigation measure could result in unsightly noise barriers and that a more attractive design could result with more flexibility in design and materials. The following change to this mitigation measure would accomplish this:

“Within the DVC Plaza Area prior to the issuance of building permits for residential development, building plans shall reflect the construction of noise barriers around exterior patios and balconies in areas exposed to noise levels greater than ~~50~~ 60 dBA Ldn. ~~The barriers shall be constructed of materials that provide a surface density of at least four pounds per square foot and shall be continuous, without gaps or gates.~~ The height, design, and materials used in of the barriers shall be sufficient to reduce the exterior noise levels to less than ~~50~~ 60 dBA Ldn and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project. An acoustical study verifying that adequate shielding will be provided shall be submitted by the applicant to the Agency and City prior to issuance of building permits.”

Impact 4.3-4, pages 4.3-31 to 32. The EIR concludes that development of the DVC Plaza site will create vibrations that will have a significant impact on adjacent residences, and that no mitigation measures will reduce this impact to an insignificant level.

However, the EIR is inconsistent in its explanation of this impact. It states in the last paragraph on page 4.3-32 that construction might occur as close as 25 feet to the nearest

6-9
(con't.)

6-10

July 30, 2008
Page 5

residence, but the previous paragraph indicates that the closest residence to the DVC Plaza is approximately 75 feet from the site.

↑
6-10
(con't.)

Grosvenor’s own measurements show that DVC Plaza is at least 55 to 60 feet from any residential property line. The closest residential *structure* is at least 75 to 100 feet away. The EIR should reanalyze potential vibration impacts based on this corrected information.

Section 4.4, Transportation/Traffic

Table 4.4-4 Existing and Anticipated Trip Generation, page 4.4-21. This table appears to be inconsistent with Table 3-1 regarding existing and proposed development in the Added Area. The portion of the table labeled “Existing Development Trip Generation” should be entitled, “Anticipated Trip Generation Based on Maximum Development Potential,” since this development currently does not exist. Similarly, the portion of the table labeled, “Anticipated Trip Generation under the Proposed Project,” should be entitled “Net Increase in Trip Generation Under the Proposed Project.”

↑
6-11

Chapter 5, Alternatives to the Proposed Project

Significant Impacts, pages 5-1 and 5-2. The significant impacts listed here are inconsistent with those listed in the Executive Summary and in the rest of the EIR. As just one example, the Air Quality section of the EIR concludes that the Plan Amendment will not conflict with the implementation of the Clean Air Plan. However, the Alternatives chapter lists inconsistency with the Clear Air Plan as a significant and unavoidable impact. These errors are repeated throughout the Alternatives chapter and need to be corrected in each section of the Alternatives chapter.

↑
6-12

Section 5.5, Attainment of Project Objectives, and Section 5.6, Environmentally Superior Alternative. This section should be substantially expanded to review whether each alternative could attain all of the Plan Amendment objectives, including land assembly, funding of public improvements etc., rather than limiting the objectives analyzed to the removal of blight and consistency with the City’s General Plan. This section should also discuss whether Alternative 4 (Reduced Density) can feasibly attain the Plan Amendment’s objectives. Section 5.6, Environmentally Superior Alternative, should be similarly modified in relation to attainment of the Plan Amendment objectives.

↑
6-13

■ Response to Comment Letter Reference 6: Goldfarb Lipman Attorneys

- 6-1 Comment noted.
- 6-2 Comment noted. In accordance with the CEQA Guidelines, the mitigation measures contained in the DEIR are included in the Mitigation Monitoring Program (MMP) that is included as Chapter 4 of this Final EIR. As the Initial Study is included as an appendix to the EIR, the mitigation measures contained therein are also included in the MMP.
- 6-3 The comment requests that the Introduction chapter to the DEIR clarify that this is a Program EIR and not a Project EIR and explain how this EIR will be used during the review of future permits. Additional text clarifying the intent of the EIR and the role of the EIR in the permitting process was added to the DEIR. Please see Chapter 2, Text Changes, for further clarification.
- 6-4 The comment requests that the project objectives listed in Chapter 3, Project Description more closely reflect the objectives listed on page I-15 of the Preliminary Report for the Pleasant Hill Commons Redevelopment Project Plan Amendment (“Preliminary Report”). The project objectives listed in the DEIR have been amended to include the additional objectives. This constitutes a minor change to the DEIR and does not alter the analysis contained therein. Please see Chapter 2, Text Changes, for further clarification.
- 6-5 The comment requests that the DEIR more fully describe the existing blighted conditions in the DVC Plaza and Hookston Station areas. The comment suggests that the DEIR refer to the description of blighted conditions for each area contained in the Preliminary Report. Chapter 3 (Project Description) of the DEIR has been amended to include a more in-depth description of existing blighted conditions within DVC Plaza and Hookston Station areas. This constitutes a minor change to the DEIR and does not alter the analysis contained therein. Please see Chapter 2, Text Changes, for further clarification.
- 6-6 The comment states that the DEIR was incorrect in stating that no specific public improvements are planned within the DVC Plaza and Hookston Station areas. It requests that public improvements listed in the Preliminary Report be included or referenced in the DEIR. The DEIR is correct in stating that there are no specific public improvements planned for the DVC Plaza and Hookston Station areas as part of the proposed project because the improvements listed in the Preliminary Report are not physical improvements that would be part of the proposed project, but are items that the Agency would help to promote and facilitate. As stated in the Preliminary Report, the Agency will “promote” the improvement of the added areas detailed in Table III-2 of the Preliminary Report, but will not undertake physical improvements as part of the amendment of the Redevelopment Plan.

- 6-7 The comment reiterates the finding contained in Impact 4.1-3 that the proposed Plan Amendment would exceed air quality standards due to the amount of pollutants generated by future development within the DVC Plaza and Hookston Station areas. The comment further states that the DEIR regards this impact as significant and unavoidable, with no mitigation measures available to reduce the impact to a level of insignificance. In response, the comment requests that the analysis in the DEIR recognize that mitigation measures required to mitigate the effects of climate change (see MM 4.1-8 through MM 4.1-12 on pages 4.1-53 and 4.1-54 of the DEIR) would also reduce the total amount of pollutants generated by future development.

The third to last sentence of the last paragraph of Impact 4.1-3 states that “[i]mplementation of mitigation measures MM4.1-8 through MM4.1-12 contained in the Climate Change section below would reduce criteria air pollutants as well as greenhouse gas emissions” in accordance with the commenter’s request. No modification to the text of the DEIR is necessary.

- 6-8 The comment indicates that on June 19, 2008, after the DEIR was published, the Governor’s Office of Planning and Research released a Technical Advisory entitled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (the “OPR Advisory”). The OPR Advisory provides direction regarding the evaluation of climate change as part of an EIR. The comment requests that the Agency consider quantifying emissions from water use and construction activities as recommended in the OPR Advisory.

The OPR Advisory recommends that Lead agencies make “a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO₂ and other GHG emissions from a project, including emissions associated with vehicular traffic, energy consumption, water usage, and construction activities”.¹ The analysis contained in the DEIR quantified operational emissions for vehicular traffic, energy consumption, and solid waste generation factors. As indicated on page 4.1-44 of the DEIR, specifics of construction activities within the DVC Plaza and Hookston Station areas are unknown at this time, as this analysis is programmatic and not project-specific. The intensity of development and schedule of construction for any potential projects within either area is not known at this time. Therefore, it would be speculative to attempt to quantify future construction emissions, and speculative analysis is discouraged under CEQA, as stated in Section 15384 of the State CEQA Guidelines.

In terms of water usage, the current methods for assessing water usage emissions is somewhat limited. In the OPR advisory there is one model identified that claims the ability to calculate water usage. However, the ability to calculate water usage emissions is still in its initial stages of development. Further, it would not be considered one of the primary contributors to greenhouse gas emissions, compared to those acknowledged in Section 4.1 of the DEIR. As such, Section 4.1 of the DEIR and the climate change analysis contained

¹ Governor’s Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, pg 5.

therein are considered to be consistent with the OPR Advisory (June 19, 2008) and present a “a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO₂ and other GHG emissions from a project.”

- 6-9 The analysis in Section 4.3, Noise of the DEIR used a noise standard of 50 L_{dn} to analyze potential noise impacts associated with the proposed residential uses within the DVC Plaza area. This standard was taken from Section 18.50.060 of the Pleasant Hill Municipal Code. This comment points out that the 50 L_{dn} limit is a very low ambient noise threshold and requests that the DEIR be revised to uses a threshold of 60 to 65 L_{dn} for residential uses that is consistent with the City’s General Plan.² In addition, the comment also requests that specific materials requirements to mitigate noise impacts around exterior patios and balconies be altered to allow more flexibility in design.

The commenter is correct that the residential standard of 60 to 65 L_{dn} discussed in the City’s General Plan is a state standard. However, as stated in the General Plan, Section 35.16.14 of the Municipal Code establishes lower acceptable levels, including a 50-decibel maximum for residential areas. Therefore, in accordance with the analysis of the City’s General Plan EIR, proposed development in the DVC Plaza area would still be required to adhere to the standard of 50 L_{dn}. However, to provide more flexibility in meeting this standard, mitigation measure MM4.3-9 on page 4.3-31 of the DEIR was modified as requested by the commenter, with the exception of the change from 50 to 60 L_{dn}. Please see Chapter 2, Text Changes, for further clarification.

- 6-10 The comment identifies an apparent inconsistency in the analysis of potential vibration impacts contained in Section 4.3, Noise. The discussion of vibration impacts in the last paragraph on page 4.3-32 of the DEIR states that sensitive uses could be located at or within 25 feet of construction. However, in the preceding paragraph, the discussion states that the closest residence to both the DVC Plaza and Hookston Station areas is 75 feet. This distinction is important because sensitive uses located within 75 feet of construction could experience significant and unavoidable vibration impacts.

The residences identified as being within 25 feet of construction refer to the 300 future residencies that could be built within the DVC Plaza area, and not the existing residences that are adjacent to the DVC Plaza and Hookston Station areas. It is possible that all or some of these residencies could be built within the DVC Plaza area before remaining uses are developed. Therefore, the analysis contained in Section 4.3 is considered accurate and presents a reasonable worst-case analysis of impacts of the project.

- 6-11 The comment identifies an inconsistency between Table 4.4-4, Existing and Anticipated Trip Generation on page 4.4-21 and Table 3-1, Existing and Proposed Land Uses, on pages 2-6 and 3-7 of the DEIR, with regards to existing and proposed development in the DVC Plaza and Hookston Station area. Specifically, the comment suggests editing Table 4.4-4 by

² City of Pleasant Hill, General Plan 2003, adopted July 21, 2008, pg. 68.

replacing the sub-heading “Existing Development Trip Generation” to “Anticipated Trip Generation Based on Maximum Development Potential,” since the development currently does not exist, and replacing the sub-heading “Anticipated Trip Generation under the Proposed Project” to “Net increase in Trip Generation under the Proposed Project.” These requested clarifications were made to Table 4.4-4 of the DEIR. Please see Chapter 2, Text Changes, for further clarification.

- 6-12 The comment indicates that the significant impacts listed in Chapter 5, Alternatives to the Proposed Project, are inconsistent with those listed in the Executive Summary and in the rest of the DEIR. The text of Chapter 5, Alternatives has been modified to reflect the project’s correct significant and unavoidable impacts. Please see Chapter 2, Text Changes, for more clarification.
- 6-13 The comment requests that Section 5.5, Attainment of Project Objectives, be substantially expanded to review whether each alternative could attain all of the of the Plan Amendment objectives. The comment requests that Section 5.6, Environmentally Superior Alternative, also be similarly modified. Additional text has been provided to clarify the discussion of project objectives and the environmentally superior alternative. Refer to Chapter 2, Text Changes, for further clarification.

COMMENTS	PUBLIC VERBAL COMMENTS
James Bonato (Planning Commissioner)	<ul style="list-style-type: none"> How would any comments/requested actions be handled since the EIR and project would not be coming back to the Planning Commission?
Dan Helix	<ul style="list-style-type: none"> As a property owner in the area, he knows that the Hookston Station area currently contains contaminated soils. He advises the City not to acquire the properties within the Hookston Station area and can provide information regarding the continuing presence of contamination from an upgradient source.
Elaine Welch	<ul style="list-style-type: none"> Is opposed to the redevelopment. Has not had the opportunity to review the EIR and requests the opportunity to review the EIR. As a citizen located near the Hookston Station area, she is concerned about the existing presence of contaminated soils in the area.
Patricia Reilly	<ul style="list-style-type: none"> Concerned about the level of notification that was provided for residents in the area.
Nannette Mroz	<ul style="list-style-type: none"> Very concerned about the significant and unavoidable impacts of the proposed project as discussed in the EIR. Does not want the project approved.
Don Mount	<ul style="list-style-type: none"> Would there be additional environmental documentation for development beyond the currently anticipated maximum level of development under the proposed project? Will there be additional studies of potentially occurring hazardous materials? Would the project consider contributing to the County's tree planting program? Is there any intent to raze the entire Hookston Station area?
David Jacobson	<ul style="list-style-type: none"> Would like further analysis of traffic impacts. Feels that the report is too brief. The City should take a harder look at improving the traffic situation.
Norman Vanhole	<ul style="list-style-type: none"> Perhaps there should be two EIRs (one for Hookston Station and one for DVC Plaza) Would like to see alternative ideas for DVC Plaza, including a sports complex option with retail and restaurants
Bruce Weissenberger	<ul style="list-style-type: none"> Expressed agreement with Mr. Vanhole and has major concerns regarding development within the Hookston Station area. Urges the City that the overriding considerations cannot be limited to economic interests. Requests that additional notification be given to a larger area.
Brad Smith	<ul style="list-style-type: none"> Concerned that he did not receive notice as a property owner
John Hook	<ul style="list-style-type: none"> Does not feel that his property (located within the Hookston Station area) should be redeveloped.

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**DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan
CEQA Public Hearing Comments**

COMMENTS	PUBLIC VERBAL COMMENTS
Sherry Sterrett	<ul style="list-style-type: none"> • Expressed interest in potential plans for recreation improvements at the DVC Plaza area • Concerned that 300 residential units would be too much for the DVC Plaza area and surrounding infrastructure to accommodate. • Expressed concern for notification that was given to local residents.
Veronica Paschall	<ul style="list-style-type: none"> • Was hoping for more detailed information about the plans for DVC Plaza but agrees that the DVC Plaza area needs a "facelift"
Diana Vavrek (Planning Commissioner)	<ul style="list-style-type: none"> • Regarding the proposed improvements to Contra Costa Boulevard, what is the currently anticipated timing of these improvements and where does the funding come from? • The DVC Transit Center is not included in the analysis of the EIR. What is the status of this project?

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■ Response to Comment Reference 7: Draft EIR Public Hearing Comments

- 7-1 The comment concerns internal City procedures and does not raise an environmental issue. Comments received during the public hearing are included and are addressed herein. Further, any comments received during the public hearing will be included as part of the administrative record for the project and made available to the decision makers prior to a final decision on the proposed project.
- 7-2 The commenter indicates that contaminated soil is currently present within the Hookston Station area. The Initial Study prepared for the proposed project (see Appendix A of the DEIR) addressed the potential for contaminated sites within the DVC Plaza and Hookston Station areas. Gas stations and underground storage tanks are known to be present within both areas, which could increase the risk of groundwater and/or soil contamination on each site. Mitigation was identified in the Initial Study that requires, at a minimum, that a Phase One Environmental Site Assessment be performed for the entire plan area. If necessary, the mitigation also requires that Phase Two Investigations be completed to characterize the extent of any contamination present. If the level of contamination within each area presents a risk, the mitigation requires that measures be implemented to reduce the risk. Refer to Mitigation Measure HAZ-2 on page 26 of the Initial Study for more detail.
- Further, it is important to note that the DEIR is a programmatic analysis and does not include approvals that would permit development of either project area without further environmental evaluation, including hazards and hazardous materials, that will be conducted on a project by project basis.
- 7-3 The commenter states that she is opposed to redevelopment. The comment provides an opinion on the merits of the proposed project, but does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue regarding the content or adequacy of the DEIR, no further response is required.
- 7-4 The commenter indicates that she has not had an opportunity to review the DEIR and requests the opportunity to do so. The DEIR and associated materials were made available for review during regular business hours at the Pleasant Hill Redevelopment Agency, located at 100 Gregory Lane, and at the Contra Costa Central/Pleasant Hill Public Library, at 1750 Oak Park Boulevard. In addition, the DEIR and associated materials were available for viewing at the City of Pleasant Hill website, www.ci.pleasant-hill.ca.us. As stated in the notice of availability for the DEIR, the public had 45 days to review the document and provide comments to the Agency by August 1, 2008.

7-5 The commenter states that the Hookston Station area currently contains contaminated soils. As discussed in Response to Comment 7-2, above, the Initial Study prepared for the proposed project acknowledged the potential presence of contaminated soils due to the presence of nearby gas stations and underground storage tanks. Further, the Initial Study addressed the potential for contaminated sites that may be located within the DVC Plaza and Hookston Station areas and included mitigation to reduce potential risks.

7-6 The commenter expresses concern about the level of notification that was provided for residents in the area. Section 15087(a) of the CEQA guidelines requires that a public agency give notice of the availability of a DEIR by at least one of the following methods: (1) publication at least one time by the public agency in a newspaper of general circulation in the area affected by the proposed project; (2) posting of notice by the public agency on and off the site in the area where the project is to be located; and (3) direct mailing to the owners and occupants of property contiguous to the parcel or parcels on which the project is located.

The Agency used all three recommended methods to notice the availability of the DEIR for proposed project. A Notice of Availability (NOA) of the DEIR and the July 8, 2008, Planning Commission Public Hearing were published in the Contra Costa Times on June 17, 2008, posted on A-frame signs adjacent to both the DVC Plaza and Hookston Station areas, and mailed to all property owners and occupants on and within 300 feet of both sites at least twenty days prior to the July 8th Public Hearing. In addition, the agenda for the July 8, 2008 Planning Commission meeting was posted on the City's official notice bulletin board and on the City's web page. Finally, a Notice of Completion (NOC) of the DEIR for the proposed project was provided to the State Clearinghouse at the State's Office of Planning and Research and was posted at the Contra Costa County Clerk.

7-7 The commenter expresses concern about the significant and unavoidable impacts to the proposed project. The comment is noted and will be incorporated into the Final EIR to be provided for the review and consideration of the decision makers prior to any approval action on the project. As stated within the DEIR, the proposed project is anticipated to have five significant environmental impacts with respect to air quality/climate change, noise, and transportation and traffic. However, because the comment does not identify a deficiency in the content or adequacy of the DEIR analysis, no further response is required.

7-8 This commenter states that she does not want the project approved. The comment provides an opinion on the merits of the proposed project, but does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue regarding the content or adequacy of the DEIR, no further response is required.

7-9 The commenter expresses concern as to whether there would be additional environmental documentation for development beyond the maximum anticipated level of development under the proposed project. As indicated in Section 4.2, Land Use, of the DEIR, all

development in the DVC Plaza area would occur according to development standards contained in the existing City of Pleasant Hill Municipal Code (See PHMC § 18.25). If future development were to exceed development allowed by the Municipal Code, additional environmental documentation would be necessary to analyze the potential environmental effects of the additional development. Further, and as noted in Response to Comment 7-2, this EIR is programmatic in nature and further environmental review will be conducted on a project-by-project basis for development within the two proposed redevelopment areas.

- 7-10 The commenter expresses concern as to whether additional studies of potentially occurring hazardous materials would be conducted for the proposed project. As discussed in Response to Comment 7-2, above, the Initial Study prepared for the proposed project addressed the potential for contaminated sites that may be located within the DVC Plaza and Hookston Station areas and includes mitigation to reduce potential risks. Further, and as noted in Response to Comment 7-2, this EIR is programmatic in nature and further environmental review will be conducted on a project-by-project basis for development within the two proposed redevelopment areas.
- 7-11 The commenter suggests that the proposed project consider contributing to the County's tree planting program. The Initial Study prepared for the proposed project addressed potential impacts to trees located within the DVC Plaza and Hookston Station areas. The Initial Study lists several mitigation measures designed to protect trees designated by the City as protected and heritage trees. See Mitigation Measure BIO-1 through BIO-7 on pages 26 to 27 of the Initial Study (see Appendix A of the DEIR) for more detail. Participation in the County's tree planting program is voluntary and not included as a requirement of the proposed project. Further, participation in the program is not required to insure that impacts related to trees within the two project areas are less than significant.
- 7-12 The commenter expresses concern as to whether the intent of the project is to raze the entire Hookston Station area. As indicated in Section 3.0, Project Description, of the DEIR, the purpose of the proposed project is to amend the boundaries of the Pleasant Hill Commons Redevelopment Plan to include the Hookston Station and DVC Plaza areas. As indicated in Section 4.2, Land Use, of the DEIR, all development in the DVC Plaza area would occur consistent with development standards contained in the existing City of Pleasant Hill Municipal Code (See PHMC § 18.25). No specific development proposals have been proposed, nor does the City have any specific plans to acquire any of the properties within the project area for the purposes of redevelopment.
- 7-13 The commenter suggests that the City conduct further analysis of traffic impacts. The DEIR for the proposed project is a program-level EIR, which provides a framework for future environmental analyses. Site-specific traffic impacts of individual development projects are not included in the program EIR, because no specific development proposals have been proposed at this time. All future projects within the DVC Plaza and Hookston Station areas would be required to undergo separate and subsequent environmental review. As a result,

traffic impacts for individual future projects proposed in the DVC Plaza and Hookston Station areas would be analyzed prior to each project being considered for approval.

- 7-14 The commenter suggests separating the analysis into two environmental impact reports, one for the Hookston Station area and one for the DVC Plaza area. It is not clear from the comment why two EIRs are requested for this project. Dividing the analysis of the proposed project into two EIRs would potentially constitute a “piecemeal” analysis of potential impacts, which is not allowed under CEQA. Impacts must be analyzed in their entirety.

CEQA defines a project to mean "the whole of an action" that may result in either a direct or indirect physical change in the environment. (CEQA Guidelines, section 15378, Subd (a).) Each "Project "must be fully analyzed in a single environmental review document. An agency may not split a project into two or more segments or "piecemeal". In *Bozung v. Local Agency Formation Commission*, 13 Cal. 3rd 263. 283-84: 118 Cal Rptr. 248 263 (1975) the Court stated that CEQA requires "that environmental considerations do not become submerged by chopping a large project into many little ones, each with a minimal potential impact on the environment which cumulatively may have disastrous consequences." Further, there is a potential that by dividing the projects into two parts that certain impacts, including the project's cumulative impacts, may be overlooked "by separately focusing on isolated parts of the whole." (*McQueen V. Board of Directors of the Mid-Peninsula Regional Open Space Dist.* . 202 Cal. App. 3rd. 1136. 1144: 249 (1988). (See also: *Rural Land owners V. City of Lodi*. 143 Cal. App. 3d 1013. 1024-25: 192 Cal Rptr. 325, 332-33 (1983). *City of Carmel-By-the-Sea V- Board of Supervisors*. 183 Cal. App. 3d 229. 241-47: 227 Cal Rptr. 899. 907-11 (1986).) As such, the proposed project cannot be divided into two EIRs because by doing so, it would ignore analysis of the action as a whole and would not potentially acknowledge certain environmental impacts.

It is important to note, however, that individual development projects within either of the two project areas would be required to undergo separate environmental review that would be site specific as part of their project-level analyses and in conformance with the requirements of CEQA. Refer to Response to Comment 7-2 for further clarification.

- 7-15 The commenter requests to see alternative ideas for DVC Plaza, including a sports complex option with retail and restaurants. As discussed in Response to Comment 7-12, above, the purpose of the proposed project is to amend the boundaries of the Pleasant Hill Commons Redevelopment Plan to include the DVC Plaza and Hookston Station areas. No specific development proposals have been received at this time. Development within these areas would occur consistent with development standards contained in the existing City of Pleasant Hill Municipal Code and nothing in the code precludes the use of the DVC Plaza area from use as a sports complex (See PHMC § 18.25). The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

- 7-16 The commenter expresses major concerns regarding development within the Hookston Station area. The comment provides an opinion on the merits of the proposed project, but does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue regarding the content or adequacy of the Draft EIR, no further response is required.
- 7-17 The commenter urges the City that overriding considerations cannot be limited to economic interests. The comment is noted and will be incorporated into the Final EIR to be provided for the review and consideration of the decision makers prior to any approval action on the project.
- 7-18 The commenter requests that additional notification be given to a larger area. As discussed in Response to Comment 7-6, above, public agencies are only required to directly notice the availability of a Draft EIR to the owners and occupants of property contiguous to the parcel or parcels on which the project is located. The Agency met this requirement by mailing the NOA for the DEIR to adjacent property owners, placing an ad in a local newspaper, and holding a public hearing on the project at the July 8, 2008 Planning Commission meeting. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.
- 7-19 The commenter expresses concern that he did not receive proper notice of the proposed project as a property owner. As discussed in Response to Comment 7-6, above, the City adhered to the noticing requirements of the State CEQA Guidelines. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.
- 7-20 The commenter states that he feels that his property (located within the Hookston Station area) should not be and/or does not require redevelopment. The comment provides an opinion on the merits of the proposed project, but does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue regarding the content or adequacy of the DEIR, no further response is required.
- 7-21 The commenter expresses interest in potential plans for recreation improvements at the DVC Plaza area. As discussed in Response to Comment 7-15, above, nothing in the City of Pleasant Hill Municipal Code precludes the use of the DVC Plaza area for recreational facilities (See PHMC § 18.25). The comment provides an opinion on the merits of the proposed project, but does not address the adequacy or content of the EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

- 7-22 The commenter expresses concern that 300 residential units would be too much for the DVC Plaza area and surrounding infrastructure to accommodate. The City of Pleasant Hill Municipal Code permits the use of multi-family residential uses in business retail districts through the approval of a use permit (See PHMC § 18.25). The number of units permitted in a given area is determined by the City. The Initial Study prepared for the proposed project (see Appendix A of the DEIR) addressed potential impacts to infrastructure resulting from the potential for additional development within the DVC Plaza and Hookston Station areas. The analysis indicates that sufficient water and wastewater infrastructure capacity exists to serve future development within each area. Concerning storm drain capacity, the Initial Study indicated that implementation of future development could result in an increase in runoff that could exceed the capacity of the storm drain system. However, mitigation included in the Initial Study would require that a drainage plan for new development be prepared and that any required upgrades be built according to all applicable County/City standards.
- 7-23 The commenter expresses concern about notification that was given to local residents. As discussed in Response to Comment 7-6, above, the Agency provided notice of the DEIR using all three recommended methods. As such, and as defined by CEQA, adequate notice was provided to the local community regarding the availability of the DEIR.
- 7-24 The commenter expresses hope that more detailed information about the plans for the DVC Plaza would be made available, but agrees that the DVC Plaza area needs a “facelift.” As discussed in Response to Comment 7-12, above, the purpose of the proposed project is to amend the boundaries of the Pleasant Hill Commons Redevelopment Plan to include the Hookston Station and DVC Plaza areas. No specific development project proposals have been proposed at this time. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue regarding the content or adequacy of the Draft EIR, no further response is required.
- 7-25 The comment is in regards to the improvements to Contra Costa Boulevard that are proposed under a separate project through the Contra Costa County Transportation Authority. The commenter wishes to know when the improvements would be completed and how the improvements would be funded. According to Eric Hu, an Associate Traffic Engineer with the City’s Engineering Division, the proposed improvements to Contra Costa Boulevard are part of a corridor-wide improvement program that would use state and federal fund to complete the improvements. The improvements would not be completed for several more years.
- 7-26 The commenter requested an update on the status of the proposed transit center to be located to the south of the DVC Plaza area. According to Eric Hu, an Associate Traffic Engineer with the City’s Engineering Division, the project is currently in the design phase.

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CHAPTER 4 Mitigation Monitoring Program

4.1 INTRODUCTION

The *California Environmental Quality Act* (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Final Environmental Impact Report (Final EIR) for the proposed Amendments to the Pleasant Hill Commons Redevelopment Plan (proposed project) includes mitigation measures to reduce the potential environmental effects of the proposed project.

Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code §21081.6. The Final EIR for the proposed project provides a list of project-specific mitigation measures, and describes the process whereby the mitigation measures would be monitored. Following certification of the Final EIR and approval of this Mitigation Monitoring Program (MMP) by the Pleasant Hill Redevelopment Agency (Agency), the mitigation measures included in the Final EIR would be monitored in the manner specified by the MMP.

4.2 PURPOSE

The purpose of the Pleasant Hill Commons Redevelopment Plan Amendment Project MMP is to ensure compliance with all mitigation measures designed to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project, which were identified in the Final EIR. The implementation of this MMP shall be accomplished by the Pleasant Hill Redevelopment Agency, consultants, and appropriate agencies. Mitigation measures will be implemented during any of the following times:

- Development of detailed design of individual projects
- Preparation of the construction drawings of individual projects
- The construction phases of individual projects
- Operation of projects within the project area

4.3 PROJECT DESCRIPTION AND PROJECT OBJECTIVES

The proposed project includes amending the boundary of the existing Pleasant Hill Commons Redevelopment Project area to include the Hookston Station and DVC Plaza areas. All properties in the project area would be subject to the redevelopment authority of the Agency, and could be subject to redevelopment activities, such as improvements to existing infrastructure and buildings, as well as demolition and new construction activities consistent with objectives of the Redevelopment Plan. The specific redevelopment activities would be determined at a later date and would be dependent upon the availability of land and financial feasibility. Although the Agency intends on developing certain economic development, community enhancement, and housing programs and projects to provide assistance, where

needed to eliminate blight conditions and increase, improve or preserve low and moderate income housing, currently the Agency has no project-specific plans for redevelopment within either the Hookston Station or DVC Plaza areas.

It was assumed that redevelopment would occur to the maximum extent allowable within the restrictions of the existing General Plan and zoning designations. Therefore, full implementation of the proposed project could result in an overall net increase of approximately 167,400 square feet (sf) of commercial (and in some cases limited industrial) space and up to 300 new residential units. Under existing zoning designations, the DVC Plaza area has the capacity to develop approximately 450,000 sf of commercial space and 300 residential units, which is approximately 147,400 sf and 300 residential units more than under current conditions. The Hookston Station area has the capacity to develop approximately 171,800 sf of commercial and/or limited industrial uses, which is approximately 20,000 sf more than what currently exists now. If future redevelopment activities were to result in the displacement of housing or commercial space, the Agency would be required to comply with the Uniform Relocation Assistance Program, which provides assistance to eligible persons in securing comparable housing or commercial space.

The following objectives have been identified by the applicant for the proposed project:

- Renew and create economic stimulation within the Pleasant Hill Commons Project Area in order to create an environment that will establish this area as a center of community activity.
- Create a functioning balance of commercial (retail and office), residential and public space that will re-establish aesthetic, economic, and social viability of the Pleasant Hill Commons Area.
- Increase visibility of DVC Plaza from Contra Costa Boulevard and Golf Club Road.
- Provide assistance to property owners, business owners, and others in the improvement and redevelopment of their properties.
- Redevelop DVC Plaza with a mix of commercial, residential, and public uses.
- Continue to increase, improve, and preserve affordable low and moderate income housing in the community, and to provide such housing in the income and age categories needed based on the City's share of the region's needs.
- Restore habitat and improve public access, including the addition of pedestrian walkways along Grayson Creek.
- Improve pedestrian and vehicular circulation within and around the project areas.
- Strengthening of commercial and industrial functions.
- Provision of adequate land for parking and open spaces.
- Replanning, redesign, and development of areas which are stagnant or improperly utilized.
- Assembly of land into parcels.
- Installation of needed public improvements.

4.4 RESPONSIBILITIES AND DUTIES

The City's Redevelopment Administrator would be responsible for ensuring that design and construction contracts contain the relevant mitigation measures adopted in the Final EIR, and that mitigation measures are implemented during the design and construction phases of individual development projects. Individual project applicants and contractors shall be responsible for implementation of all mitigation measures, unless otherwise noted in the table.

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible units monitored the implementation of the measures. Monitoring will consist of determining whether the following occurs:

- Specific issues were considered in the design development phase
- Construction contracts included the specified provisions
- Certain actions occurred prior to construction
- The required measures were acknowledged and implemented during construction of the project

4.5 MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

All project-specific mitigation measures included in the Final EIR would be monitored in conjunction with the MMP for the proposed project. Table 11-1 (MMP Matrix) is the Mitigation Monitoring Program for the proposed project.

Table 4-1 Mitigation Monitoring Program for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
AIR QUALITY						
<p>MM4.1-1 Implement recommended dust control measures. To reduce particulate matter emissions during project construction phases, the individual project applicants shall require the construction contractors to comply with the dust control strategies developed by the BAAQMD. Project applicants shall include in construction contracts the following requirements:</p> <ul style="list-style-type: none"> a. Cover all trucks hauling construction debris from the project site. b. Water all exposed or disturbed soil surfaces at least twice daily. c. Use watering to control dust generation during break-up of pavement. d. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas. e. Sweep daily (with water sweepers) all paved parking areas and staging areas during the earthwork phases of construction. f. Provide daily clean-up of mud and dirt carried onto paved streets from the project site. g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). h. Limit traffic speeds on unpaved roads to 15 mph. i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. j. Replant vegetation in disturbed areas as quickly as possible. k. Limit vehicle idling time to five minutes or less. 	Applicant/ Contractor	Public Works Department; BAAQMD	Review contract specifications; periodic site inspection	Prior to issuance of a grading permit; during construction phase	Public Works Department; BAAQMD	
<p>MM4.1-2 Individual projects shall provide a plan, for approval by the lead agency and the BAAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction. The BAAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-</p>	Applicant	Public Works Department; BAAQMD	Review contract specifications; periodic site inspection	Prior to issuance of a grading permit; during construction phase	Public Works Department; BAAQMD	

Table 4-1 Mitigation Monitoring Program for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.						
MM4.1-3 A project applicant and/or contractor shall submit to the BAAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30 day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide BAAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.	Applicant/ Contractor	Public Works Department; BAAQMD	Review contract specifications	Prior to issuance of a grading permit; during construction phase	Public Works Department; BAAQMD	
MM4.1-4 A project applicant and/or contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately and BAAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the BAAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30 day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.	Applicant/ Contractor	Public Works Department; BAAQMD	Review contract specifications	Prior to issuance of a grading permit; during construction phase	Public Works Department; BAAQMD	

Table 4-1 Mitigation Monitoring Program for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

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MM4.1-5 Installation of wood stoves or wood fireplaces shall be prohibited in all development. Only installation of natural gas fireplaces shall be allowed.	Applicant	Planning Division	Review contract specifications	Prior to issuance of a occupancy permit; during project operation	Planning Division	
<p>MM4.1-6 The project sponsor shall include in the project design specifications the following minimum energy reduction measures or other measures shown to be equally effective:</p> <ul style="list-style-type: none"> ▪ Install ozone destruction catalyst on air conditioning systems, in consultation with the BAAQMD. ▪ Plant shade trees per City Zoning Ordinance requirements in parking lots to reduce evaporative emissions from parked vehicles. <p>Require that commercial landscapers providing services at the project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in the San Francisco Bay Area.</p>	Applicant	Planning Division	Review contract specifications; periodic site inspection	Prior to issuance of a occupancy permit; during project operation	Building Division	
MM4.1-7 Residential development within the DVC Plaza Area shall be prohibited within the 500 foot buffer zone, as shown in Figure 4.1-1.	Applicant	Planning Division	Final design review; plan check	Prior to issuance of grading permit	Planning Division	
<p>MM4.1-8 In order to incorporate passive solar building design and landscaping conducive to passive solar energy use, the proposed project shall include the following measures:</p> <ul style="list-style-type: none"> ▪ Encourage the orientation of buildings to be in a south to southwest direction, where feasible. ▪ In all residential units, include energy-efficient window glazings, wall insulation, and efficient ventilation. ▪ Landscaping plans shall prohibit the use of liquidambar and eucalyptus trees that produce smog-forming compounds (high emission factors for isoprenes). ▪ Use light colored roof materials to reflect heat. 	Applicant	Planning Division	Final design review; plan check	Prior to issuance of a building permit	Planning Division	

Table 4-1 Mitigation Monitoring Program for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
<ul style="list-style-type: none"> Where feasible and appropriate, use light colored parking surface materials. 						
<p>MM4.1-9 The following measures shall be used singularly or in combination to accomplish an overall reduction of 10 to 20 percent in residential energy consumption relative to the requirements of State of California Title 24:</p> <ul style="list-style-type: none"> Use of air conditioning systems that are more efficient than Title 24 requirements with automated controls Use of Energy Star heating and other appliances, such as water heaters, cooking equipment, refrigerators, dishwashers, furnaces, and boiler unit Installation of photovoltaic rooftop energy systems, where feasible Establishment of tree-planting guidelines that encourage each project applicant to plant trees to shade buildings primarily on the west and south sides of the buildings. Use of deciduous trees (to allow solar gain during the winter) and direct shading of air conditioning systems shall be included in the guidelines 	Applicant	Planning Division	Final design review; plan check	Prior to issuance of a building permit; during project operation	Building Division	
<p>MM4.1-10 The project applicant or its successor(s) in interest shall provide each residence and business with an information packet that shall contain, at a minimum, the following information:</p> <ul style="list-style-type: none"> Commute options: to inform residents and employees of the alternative travel amenities provided, including public transit availability/schedules Maps showing city-wide pedestrian and bicycle path Information regarding BAAQMD programs to reduce city and county-wide emissions 	Applicant	Public Works Department	Periodic site inspection	During project operation	Public Works Department	
<p>MM4.1-11 Prioritized parking within the commercial area shall be given to electric vehicles, hybrid vehicles, and alternative fuel vehicles.</p>	Applicant	Planning Division	Final design review; plan check	Prior to issuance of an occupancy permit; during project operation	Planning Division	

Table 4-1 Mitigation Monitoring Program for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
<p>MM4.1-12 The following building and design measures shall be considered during the planning of any development within the proposed project site and incorporated into the project, as feasible:</p> <p><u>Architectural Items</u></p> <ul style="list-style-type: none"> ▪ Specified products shall consider locally produced and manufactured items, where appropriate. ▪ The specified products shall include options for use of recycled content, if available. ▪ Exterior wall systems shall be fully insulated beyond minimum Energy Code standards. ▪ The roofing systems shall include insulation that meets or exceeds minimum Energy Code requirements. ▪ All windows shall specify insulated Low-E glass with thermal break window frame systems. <p><u>Mechanical & Plumbing Systems</u></p> <ul style="list-style-type: none"> ▪ Variable Frequency Drives (VFDs) shall be specified for hot and chilled compressors and water pumps. ▪ “Low flow” water efficient fixtures shall be installed, where appropriate. ▪ Electronic faucets shall be used, where appropriate. ▪ Hot water circulating systems shall be installed that minimize wait time and water loss at fixtures. The systems shall be specified to operate on a timer to maximize hot water system efficiency. <p><u>Electrical Systems</u></p> <ul style="list-style-type: none"> ▪ Use occupancy sensors shall be included for all areas allowed by code, such as offices and conference rooms. ▪ Use VFD's as a means of motor starting on mechanical equipment. ▪ Energy star rated motors and fixtures shall be specified for the project. 	Applicant	Planning Division	Final design review; plan check	Prior to issuance of a building permit	Planning Division	

Table 4-1 Mitigation Monitoring Program for the DVC Plaza and Hookston Station Amendments to the Pleasant Hill Commons Redevelopment Plan EIR

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
<p><u>Landscape</u></p> <ul style="list-style-type: none"> The landscape plans shall be designed for the use of drought tolerant plant species wherever possible in order to avoid excessive water demand. Use of mulch shall be used for landscape areas to further retain moisture. <p><u>Irrigation</u></p> <ul style="list-style-type: none"> Irrigation systems shall be designed so that the application rate does not exceed the infiltration rate of the soil, and will minimize overspray and runoff. Rain sensors shall be installed that interrupt the normal irrigation cycle when significant amounts of rainfall are detected. 						

BIOLOGY

<p>MM BIO-1 Prior to development, the City of Pleasant Hill shall require a certified arborist be retained to identify trees within the project area that are defined as protected or heritage trees under the City's Tree Preservation Ordinance. If protected trees and/or heritage trees are located within the project area, these trees shall be managed under the provisions of the City's Tree Preservation Ordinance. Removal of protected trees shall require a tree removal permit from the zoning administrator and a tree preservation and replacement plan. Under no circumstances shall heritage trees be removed except if such trees pose a health and safety threat.</p>	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
<p>MM BIO-2_A protective barrier fence shall be installed a minimum of one foot outside the dripline of each protected and heritage tree which may be impacted by the project, or as determined by the approving body or as specified in the tree permit, prior to initiating project construction, in order to avoid damage to the trees and their root systems.</p>	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
<p>MM BIO-3 No mechanized trenching shall be allowed within the driplines of each protected and heritage tree. If it is absolutely necessary to install underground utilities within the dripline of protected or heritage tree, the utility line shall be either bored, drilled, or hand dug in areas within the dripline.</p>	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	

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MM BIO-4 Paving within the driplines of protected and heritage trees shall be stringently minimized. When it is absolutely necessary, porous materials shall be used and/or a piped aeration system shall be installed under the supervision of a certified arborist or other professional tree expert.	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
MM BIO-5 No grading (grade cuts or fills) of more than one foot in depth shall be allowed within the driplines of protected and heritage trees.	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
MM BIO-6 No vehicles, construction equipment, mobile office, supplies, materials or facilities shall be parked, stockpiled or located within the driplines of protected and heritage trees.	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
MM BIO-7 No signs, ropes, cables (except cables which may be installed by a certified arborist or other professional tree expert to provide limb support) or any other items shall be attached to the protected and heritage trees.	Applicant	Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
CULTURAL RESOURCES						
MM CUL-1 If any cultural resources are found or disturbed during project activities, all work must be halted within 100 meters of the area in question, and the City of Pleasant Hill and a qualified archaeologist must be contacted to evaluate the find. A professionally planned and supervised archaeological salvage program will be recommended if evidence of significant cultural remains is found during project activities.	Applicant	Contractor/Public Works Department	Final design review; plan check	Prior to issuance of grading permit	Public Works Department	
GEOLOGY AND SOILS						
MM GEO-1 For any development within the project area, a Geotechnical Evaluation shall be prepared by a licensed soils engineer and deemed acceptable by the Building Division and Public Works Department. Detailed design measures contained within the Geotechnical Evaluation shall be implemented, including those related to: earthwork, seismic design consideration, foundations, building floor slabs, retaining walls, exterior flatwork, shoring, corrosion, concrete, site drainage, storm drain infiltration systems, and preliminary pavement design.	Applicant	Planning Division	Final design review; plan check	Prior to issuance of grading permit	Planning Division	

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HAZARDS AND HAZARDOUS MATERIALS						
MM HAZ-1 Prior to demolition of any structure, the City of Pleasant Hill shall require that buildings and structures be inspected for the presence of asbestos-containing materials, lead-based paint, PCBs, mercury-containing fixtures, or other regulated hazardous materials or wastes. The results of previous surveys, if available, complete, and consistent with current adopted standards, may be used to supplement inspection efforts. Demolition shall not occur until the materials have been removed in accordance with applicable State and local regulations.	Applicant	Building Division	Final design review; plan check	Prior to issuance of demolition permit	Building Division	
MM HAZ-2 As individual projects are identified, where there is little or no information, the City of Pleasant Hill shall require further additional information about properties that would be developed. At a minimum, at Phase One Environmental Site Assessment shall be performed for the entire plan area, or individual site(s) if development is phased. If necessary, Phase Two investigations shall be performed to characterize the extent of contamination and the risk it would pose to construction workers and the public. The City of Pleasant Hill shall monitor the results of soil and/or groundwater investigations being conducted within the plan area (and any adjacent to the plan area that could affect site development) to provide guidance to project applicants and to ensure local (Contra Costa Environmental Health) or State (RWQCB or Department of Toxic Substances Control, as appropriate) agencies are informed regarding redevelopment activities where the potential for encountering contaminated soils or groundwater has been identified. If levels of contaminants in soil or groundwater are determined to present a risk to people or the environment, measures to reduce the risk prior to, during, or after construction (occupancy), as appropriate, shall be implemented to the satisfaction of the agency with authority over the action. Measures to reduce risk could include removal and disposal of contaminants, site restrictions, monitoring, or equally effective measures that would most effectively reduce risk.	Applicant	Planning Division; Contra Costa Environmental Health Department	Final design review; plan check	Prior to issuance of demolition and/or grading permit	Planning Division	

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HYDROLOGY AND WATER QUALITY						
MM HYD-1 A drainage plan for new development shall be prepared by a registered civil engineer. If any new extensions are required to ensure adequate storm drain capacity, these shall be built in accordance with all applicable County/City standards.	Applicant	Building Division	Final design review; plan check	Prior to issuance of grading permit	Building Division	
NOISE						
MM4.3-1 All construction activity within the City shall be conducted in accordance with Section 19.15.060 of the City of Pleasant Hill Municipal Code.	Applicant	Public Works Department	Review contract specifications; periodic site inspection	Prior to issuance of a grading permit, during construction	Public Works Department	
MM4.3-2 Each project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit: <ul style="list-style-type: none"> ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition; ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible; ▪ Schedule high noise-producing activities between the hours of 8:00 a.m. and 5:00 a.m. Monday through Friday to minimize disruption on sensitive uses; ▪ Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources; ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible; ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and 	Applicant	Planning Division	Review contract specifications; periodic site inspection	Prior to issuance of a grading permit, during construction	Planning Division	

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<ul style="list-style-type: none"> ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. 						
<p>MM4.3-3 Each project applicant shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the project area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p>	Applicant	Planning Division	Review contract specifications; periodic site inspection	Prior to issuance of a grading permit, during construction	Planning Division	
<p>MM4.3-4 Each project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p>	Applicant	Planning Division	Review contract specifications; Periodic site inspection	Prior to issuance of a grading permit, during construction	Planning Division	
<p>MM4.3-5 Each project applicant shall provide proper shielding for all new HVAC systems used by the proposed buildings to achieve an attenuation to 50 dBA CNEL or less at 50 feet from the equipment.</p>	Applicant	Building Division	Final design review; plan check	Prior to issuance of occupancy permit	Building Division	
<p>MM4.3-6 Garbage storage containers and retail/commercial building loading docks shall be placed to allow adequate separation to shield adjacent residential or other noise-sensitive uses. If the placement of garbage storage containers or loading docks away from adjacent noise-sensitive uses is not feasible, these noise-generating areas shall be enclosed or acoustically shielded to reduce noise-related impacts to these noise-sensitive uses.</p>	Applicant	Planning Division	Final design review; plan check	Prior to issuance of occupancy permit	Planning Division	
<p>MM4.3-7 Noise generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.</p>	Applicant	Building Division	Final design review; plan check	Prior to issuance of occupancy permit	Building Division	

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MM4.3-8 Prior to issuance of building permits, building plans shall specify the STC rating of windows and doors for all residential land uses. Window and door ratings shall be sufficient to reduce the interior noise level to a CNEL of 45 dBA or less, and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project	Applicant	Planning Division	Final design review; plan check	Prior to issuance of building permit	Planning Division	
MM 4.3-9 Within the DVC Plaza Area prior to the issuance of building permits for residential development, building plans shall reflect the construction of noise barriers around exterior patios and balconies in areas exposed to noise levels greater than 60 dBA L _{dn} . The height, design, and materials used in the barriers shall be sufficient to reduce the exterior noise levels to less than 60 dBA L _{dn} and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project. An acoustical study verifying that adequate shielding will be provided shall be submitted by the applicant to the Agency and City prior to issuance of building permits.	Applicant	Planning Division	Final design review; plan check	Prior to issuance of building permit	Planning Division	
MM 4.3-10 Prior to issuance of building permits, building plans shall specify the STC rating of windows and doors for all residential land uses located within the DVC Plaza Area. Window and door ratings shall be sufficient to reduce the interior noise level to 45 dBA L _{dn} or less, and shall be determined by a qualified acoustical consultant as part of the final engineering design of the project.	Applicant	Planning Division	Final design review; plan check	Prior to issuance of building permit	Planning Division	
PUBLIC SERVICES						
MM PS-1 All new development proposals shall be referred to the City's police department for review and comment during the initial phase of project review	Applicant	Planning Division	Final design review; plan check	Prior to issuance of building permit	Planning Division	